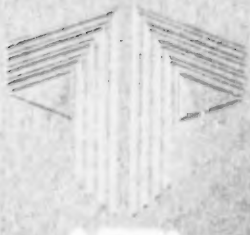
Transit Fact Book 1985



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APTA Statistical Department
May 1985

Chairman's Message

I am pleased to present this issue of the APTA Transit Fact Book. The Transit Fact Book for many years has been a standard statistical reference of trends in transit finance and operations. The Association recognizes the importance of this information and is committed to continue to obtain, record, and compile transit statistics and serve as the central repository for transit data.

The trends highlighted in this edition of the Transit Fact Book show the steady growth and improvement in public transit during the past decade. As we look ahead, the continuing commitment to quality services will strengthen further the role of public transit in North America.

Warren H. Frank
Chairman

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Transit Fact Book

1985 Edition
Summary of Trends in Urban Mass Transportation

The American Public Transit Association (APTA) is the recognized source for statistical data and information about transit in the United States. APTA obtains data from member transit systems in the United States and uses these figures to estimate trends for all United States transit systems. The **Transit Fact Book** also contains data for Canadian transit systems provided by the Canadian Urban Transit Association (CUTA).

The 1985 Edition of the **Transit Fact Book** is the thirty-eighth edition of this publication compiled by APTA and its predecessor organizations.

APTA is an international organization of transit systems and related organizations in the United States, Canada, and other countries. APTA members serve the public interest by providing safe, efficient, and economical transit services, and by improving those services to meet national energy, environmental, and financial concerns. Ninety-five percent of persons using urban public transit in the United States are carried by APTA members.

APTA members include nearly 700 motor bus and rapid transit systems, organizations responsible for planning, designing, constructing, financing, and operating transit systems, business organizations which supply products and services to transit, academic institutions, and state associations and departments of transportation.

Formed on a cooperative, nonprofit basis, APTA's objectives are:

- to represent the public interest in improving public transit for all persons
- to represent the interests, common policies, requirements, and purposes of the operators of public transit
- to provide a medium for exchange of experiences, discussion, and comparative study of public transit affairs
- to promote research and investigation to the end of improving public transit
- to aid members in dealing with special issues
- to encourage cooperation among its members, their employees, and the general public
- to encourage compliance with the letter and spirit of equal opportunity principles
- to collect, compile, and make available to members data and information relative to public transit
- to assist in the training, education, and professional development of

all persons involved in public transit

- to engage in any other activities which will serve the members and promote public transit

APTA is organized to function on behalf of all of transit's diversified interests. It is governed by a Board of Directors with voting control and authority vested in transit policy board members, transit operating officials, and associate members who are elected by the membership.

The 1985 edition of the **Transit Fact Book** includes in Sections A and B aggregate information for all common-carrier transit systems in the United States, the District of Columbia, the Commonwealth of Puerto Rico, and Guam; including both APTA members and non-members and both publicly and privately owned transit systems. Each Table or Figure in the **Transit Fact Book**, however, includes data only for the specific modes of service and types of systems identified in that Table or Figure.

Data reported in Section A, Statistical Trends of Transit Finances and Operations, are for all services provided by all United States transit systems operating at least one fixed-service route. Transit providers operating only demand-response or other special services are not included. Tables 2 through 15 and Figures I through V include data for motor bus, heavy rail, light rail, trolley coach, inclined plane, and cable car operations only. Table 16 reports data for commuter railroads and Table 17 reports data for suburban operations of intercity bus operators. Table 1 and Figure VI include all of these modes and other modes as listed. Non-transit services such as taxicab, school bus, unregulated jitney, sightseeing bus, intercity bus, and special application mass transportation systems (e.g., amusement parks and airports) are excluded from all tables and figures.

Data reported in Section B, Transit Vehicle Characteristics and System Locations, are for all services provided by all United States transit systems operating at least one fixed-service route except for Figure VIII which includes all United States bus service providers as footnoted. Modes reported are described in each Table or Figure.

Data reported in Section C, The United States Urban Mass Transportation Act, are for all mass transportation operations and agencies qualifying under provisions of the laws cited in each table. Federal government funding data are based on reports prepared by the United States Department of Transportation.

Data reported in Section D, Statistical Trends of Canadian Transit Operations, are taken from **Urban Transit Facts in Canada** published by CUTA. The data are for all regular transit service provided by CUTA transit system members. Section D is the only Section in which Canadian data appear.

Data used to compile Sections A and B of the **Transit Fact Book** are voluntarily provided by APTA member United States transit systems. The data are expanded by standard statistical methods to provide estimates

of statistical trends for all United States transit systems.

Financial data provided to APTA are organized in the same manner as data reported to the Urban Mass Transportation Administration (UMTA). All transit systems receiving United States government financial assistance are required to submit an annual report to UMTA to comply with requirements of Section 15 of the Urban Mass Transportation Act of 1964, as amended.

The adoption of the Section 15 requirements effective in 1979 resulted in several alterations to traditional transit recordkeeping practices. Four of these have caused major changes in the **Transit Fact Book**. Section 15 reporting does not differentiate transit revenue by mode. Hence, tables reporting passenger revenue by mode and operating revenue by mode are no longer included in the **Transit Fact Book**.

Passenger data are collected for Section 15 by a sample survey technique not normally used by transit systems prior to Section 15 implementation. This has resulted in a break in the continuity of APTA Passenger Trip data in Table 9 between 1979 and 1980. Passenger Trip data reported in Table 9 are Total Passenger Rides before 1980 and Unlinked Transit Passenger Trips beginning in 1980. Data reported in previous editions of the **Transit Fact Book** for Revenue Passenger Rides and Linked Transit Passenger Trips are no longer available.

Salaries and Wages data prior to 1977 in Table 13 include employee compensation in the form of paid sick leave, paid vacation time, and paid holidays. Beginning in 1977 these compensation types are included in Fringe Benefit costs. Prior to 1980, the Number of Employees is the average number of persons during the year. Beginning in 1980, the Number of Employees is based on the concept of Employee Equivalents where each Employee Equivalent is equal to 2,000 labor hours.

Because of the time required for transit systems to compile and report the large amount of data required for the **Transit Fact Book**, data for Calendar Year 1983 are preliminary and will be refined when additional data become available. Changes in data reported for prior years, evident when comparing the **1985 Transit Fact Book** to previous editions, result from subsequent availability of additional or updated data.

Statistical Trends of Transit Finances and Operations

TABLE 1

Transit Modal Statistics at a Glance

MODE	NUMBER OF SYSTEMS			VEHICLES OWNED AND LEASED		
	1981	1982	1983	1981	1982	1983
Motor Bus	1,030	1,029	1,031	60,393	62,114	62,093
Heavy Rail (a)	11	11	12	9,801	9,867	9,943
Light Rail	10	11	11	1,075	1,016	1,013
Trolley Coach	5	5	5	751	763	686
Commuter Railroad (b)	18	18	17	4,413	4,445	4,371
Cable Car	1	1	1	39	39	39
Inclined Plane	5	5	5	10	10	10
Urban Ferry Boat (b)	11	11	13	57	57	60
Aerial Tramway (b)	1	1	1	2	2	2
Automated Guideway Transit (b)	1	1	1	45	45	45
Total (c)	1,062	1,062	1,065	76,586	78,358	78,262

(a) Includes one Monorail which is included as Heavy Rail data in summary data in Tables 2 through 15.
(b) Not included in summary data in Tables 2 through 15.
(c) Includes Commuter Railroad, Urban Ferry Boat, Aerial Tramway, and Automated Guideway Transit not included in summary data in Tables 2 through 15.

TABLE 1 (Continued)

Transit Modal Statistics at a Glance

MODE	VEHICLE MILES OPERATED (MILLIONS)			OPERATING EXPENSE (MILLIONS)		
	1981	1982	1983	1981	1982	1983
Motor Bus	1,684.6	1,668.8	1,677.8	$4,834	$5,126	$5,438
Heavy Rail (a)	420.1	429.1	407.5	2,014	2,220	2,311
Light Rail	16.5	16.1	16.0	110	117	120
Trolley Coach	11.9	13.7	15.0	56	71	81
Commuter Railroad (b)	176.0	175.0	177.0	1,041	1,164	1,178
Cable Car	*	*	*	*	*	*
Inclined Plane	0.3	0.3	0.3	*	*	*
Urban Ferry Boat (b)	1.0	1.0	1.0	*	*	*
Aerial Tramway (b)	*	*	*	*	*	*
Automated Guideway Transit (b)	*	*	*	*	*	*
Total (c)	2,310.8	2,304.4	2,295.0	$8,168	$8,822	$9,253

* Data not available

(a) Includes one Monorail which is included as Heavy Rail data in summary data in Tables 2 through 15.

(b) Not included in summary data in Tables 2 through 15.

(c) Includes Commuter Railroad, Urban Ferry Boat, Aerial Tramway, and Automated Guideway Transit not included in summary data in Tables 2 through 15.

TABLE 1 (Continued)

Transit Modal Statistics at a Glance

MODE	UNLINKED PASSENGER TRIPS (MILLIONS)			ESTIMATED PASSENGER MILES (MILLIONS)			AVERAGE UNLINKED PASSENGER TRIP LENGTH (MILES)		
	1981	1982	1983	1981	1982	1983	1981	1982	1983
Motor Bus	5,594	5,324	5,422	21,012	19,987	20,047	3.8	3.8	3.7
Heavy Rail (a)	2,094	2,115	2,167	10,244	10,049	10,350	4.9	4.8	4.8
Light Rail	123	136	137	346	379	391	2.8	2.8	2.9
Trolley Coach	138	151	160	254	295	325	1.8	2.0	2.0
Commuter Railroad (b)	268	259	262	6,271	6,112	6,157	23.4	23.6	23.5
Cable Car	*	*	*	*	*	*	*	*	*
Inclined Plane	*	*	*	*	*	*	*	*	*
Urban Ferry Boat (b)	50	51	52	226	230	234	4.5	4.5	4.5
Aerial Tramway (b)	*	*	*	*	*	*	*	*	*
Automated Guideway Transit (b)	*	*	*	*	*	*	*	*	*
Total (c)	8,284	8,053	8,217	38,368	37,067	37,519	4.6	4.6	4.6

* Data not available

(a) Includes one Monorail which is included as Heavy Rail data in summary data in Tables 2 through 15.

(b) Not included in summary data in Tables 2 through 15.

(c) Includes Commuter Railroad, Urban Ferry Boat, Aerial Tramway, and Automated Guideway Transit not included in summary data in Tables 2 through 15.

TABLE 2

Transit Systems Classified by Vehicle Type and Population Group*

POPULATION OF URBANIZED AREA	ALL-RAIL SYSTEMS (a)	MULTI-MODE SYSTEMS (b)	ALL-BUS SYSTEMS	TOTAL SYSTEMS
1,000,000 and greater	5	17	393[c,d]	415[c,d]
500,000 to 1,000,000	0	2	46	48
250,000 to 500,000	0	1	81	82
100,000 to 250,000	0	0	130	130
50,000 to 100,000	0	0	109	109
Less than 50,000[e]	0	0	252	252
Total U.S. Transit Systems	5	20	1,011	1,036

*As of December 31, 1983. Includes only transit systems operating at least one fixed route. Excludes transit systems operating only one of the following modes: demand-response, urban ferry boat, automated guideway transit, or commuter railroad.

(a) Includes transit systems operating one of the following modes exclusively: either heavy rail or light rail.

(b) Includes transit systems directly operating two or more of the following modes: heavy rail, light rail, trolley coach, motor bus, cable car, inclined plane, urban ferry boat, aerial tramway, and commuter railroad.

(c) "Local and Suburban" bus service operated by Class I Intercity Bus Carriers not included, see Table 17.

(d) Includes 105 motor bus owners which function collectively as "bus owners associations" regulated by the State of New Jersey Board of Public Utility Commissioners.

(e) Population of urban place with less than 50,000 population outside an urbanized area.

TABLE 3

Transit Financial Statement for 1981, 1982, and 1983

	REVENUES		
	1981	**1982**	**1983(P)**
Passenger Revenue	$2,701,388,000	$3,076,951,000	$3,171,560,000
Other Operating Revenue	82,350,000	75,014,000	59,680,000
Total Operating Revenue	$2,783,738,000	$3,151,965,000	$3,231,240,000
Net Auxiliary Operating Revenue	$ 33,113,000	$ 61,955,000	$ 51,150,000
Non-Operating Income	228,387,000	243,036,000	221,670,000
Total Non-Operating Revenue	$ 261,500,000	$ 304,991,000	$ 272,820,000
State and Local Operating Assistance	$3,225,695,000	$3,581,983,000	$4,194,640,000
Federal Operating Assistance	1,095,097,000	1,005,399,000	826,990,000
Total Operating Assistance	$4,320,792,000	$4,587,382,000	$5,021,630,000
Total Revenue	$7,366,030,000	$8,044,338,000	$8,525,690,000

EXPENSES

	1981	1982	1983(P)
Transportation Expense	$3,596,449,000	$3,882,310,000	$3,930,800,000
Vehicle Maintenance Expense	1,397,838,000	1,555,800,000	1,696,630,000
Non-Vehicle Maintenance Expense	547,897,000	611,790,000	694,880,000
General Administration Expense	1,482,130,000	1,503,000,000	1,633,690,000
Total Operating Expense	$7,024,314,000	$7,552,900,000	$7,956,000,000
Depreciation and Amortization	$ 386,312,000	$ 507,067,000	$ 472,490,000
Other Reconciling Items	211,084,000	254,329,000	307,200,000
Total Reconciling Items	$ 597,396,000	$ 761,396,000	$ 779,690,000
Total Expense	$7,621,710,000	$8,314,296,000	$8,735,690,000

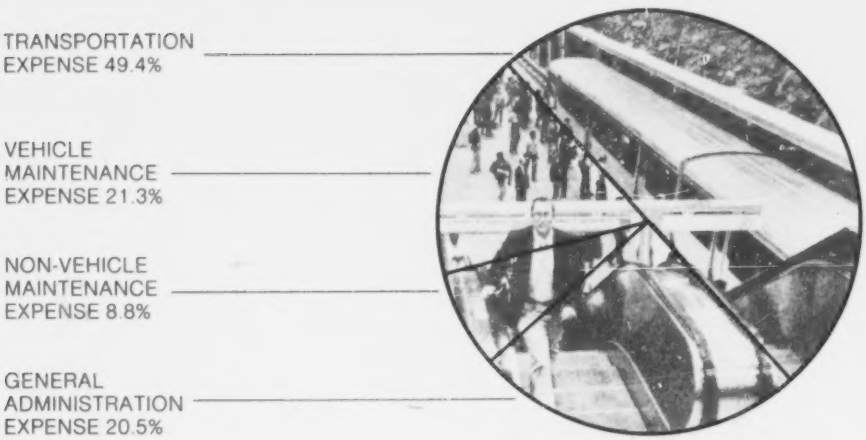
P = Preliminary

NOTE: The difference between Total Revenue and Total Expense is due to several factors including (1) use of the accrual system of accounting rather than the cash system of accounting, (2) amalgamation of accounts of transit systems recording revenue and expense in a variety of fiscal or calendar years, (3) inclusion of State and Local Financial Assistance classified as operating assistance for income accounting purposes but subsequently transferred to capital accounts for expenditure, (4) inclusion of Depreciation and Amortization costs in Total Expense that are met from revenue sources not included in Total Revenue, (5) exclusion of extraordinary revenues and extraordinary expenses, (6) actual profit or loss of privately owned transit systems, and (7) actual surplus or deficit of publicly owned transit systems. NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

FIGURE I

Transit Revenue and Expense in 1983

TRANSIT REVENUE



TRANSIT EXPENSE

TABLE 4

Publicly Owned Transit as a Portion of All Transit*

CALENDAR YEAR	NUMBER OF TRANSIT SYSTEMS	PERCENT OF ALL TRANSIT	TOTAL TRANSIT VEHICLES OWNED AND LEASED	PERCENT OF ALL TRANSIT	VEHICLE MILES OPERATED (MILLIONS)	PERCENT OF ALL TRANSIT	UNLINKED PASSENGER TRIPS (MILLIONS)	PERCENT OF ALL TRANSIT
1940	20	2%	4,934	7%	–	–	–	–
1945	29	2	14,609	16	–	–	–	–
1950	36	3	24,570	28	–	–	–	–
1955	39	3	22,011	30	–	–	–	–
1960	58	5	23,738	36	–	–	–	–
1965	88	8	29,592	48	–	–	–	–
1970	159	15	40,778	66	1,280	68%	5,646	77%
1975	333	35	51,964	83	1,706	86	6,275	90
1976	375	39	54,149	85	1,770	87	6,444	91
1977	455	45	54,662	86	1,790	89	6,630	91
1978	463	48	55,393	87	1,825	90	6,931	91
1979	523	51	57,292	87	1,840	91	7,480	92
1980	576	55	64,128	90	1,939	93	7,741	94
1981	578	56	65,424	91	1,985	93	7,490	94
1982	581	56	67,352	91	1,989	93	7,280	94
P 1983	599	58	68,562	93	2,005	95	7,530	95

P = Preliminary — Data not available NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

* Publicly owned transit systems include all transit systems owned by municipalities, counties, regional authorities, states, or other governmental agencies including transit systems operated or managed by private firms under contract to governmental agency owners.

TABLE 5A

Trend of Transit Revenues, Dollars

CALENDAR YEAR	OPERATING REVENUE			NON-OPERATING AND AUXILIARY REVENUE	OPERATING ASSISTANCE			TOTAL REVENUE
	PASSENGER	OTHER	TOTAL		STATE & LOCAL	FEDERAL	TOTAL	
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1940	$ 701.5	$ 35.5	$ 737.0	–	–	–	–	–
1945	1,313.7	66.7	1,380.4	–	–	–	–	–
1950	1,386.8	65.3	1,452.1	–	–	–	–	–
1955	1,358.9	67.5	1,426.4	–	–	–	–	–
1960	1,334.9	72.3	1,407.2	–	–	–	–	–
1965	1,340.1	103.7	1,443.8	–	–	–	–	–
1970	1,639.1	68.3	1,707.4	–	–	–	–	–
1975	1,860.5	141.9	2,002.4	$ 40.6	$1,106.0	$ 301.8	$1,407.8	$3,450.8
1976	2,025.6	135.5	2,161.1	75.0	1,224.5	422.9	1,647.3	3,883.4
1977	2,157.1	122.9	2,280.0	73.6	1,319.5	584.5	1,904.1	4,257.7
1978	2,271.0	110.1	2,381.1	68.8	1,542.1	689.5	2,231.7	4,681.5
1979	2,436.3	87.9	2,524.2	123.6	2,054.6	855.8	2,910.4	5,558.2
1980	2,556.8	105.9	2,662.7	142.4	2,611.2	1,093.9	3,705.1	6,510.2
1981	2,701.4	82.3	2,783.7	261.5	3,225.7	1,095.1	4,320.8	7,366.0
1982	3,077.0	75.0	3,152.0	305.0	3,582.0	1,005.4	4,587.4	8,044.3
P 1983	3,171.6	59.7	3,231.2	272.8	4,194.6	827.0	5,021.6	8,525.7

P = Preliminary – Data not available NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

TABLE 5B

Trend of Transit Revenues, Percent of Total Revenue

CALENDAR YEAR	OPERATING REVENUE			NON-OPERATING AND AUXILIARY REVENUE	OPERATING ASSISTANCE			TOTAL REVENUE
	PASSENGER	OTHER	TOTAL		STATE & LOCAL	FEDERAL	TOTAL	
	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)
1975	53.9	4.1	58.0	1.2	32.1	8.7	40.8	100.0
1976	52.2	3.5	55.7	1.9	31.5	10.9	42.4	100.0
1977	50.7	2.9	53.6	1.7	31.0	13.7	44.7	100.0
1978	48.5	2.4	50.9	1.4	33.0	14.7	47.7	100.0
1979	43.8	1.6	45.4	2.2	37.0	15.4	52.4	100.0
1980	39.0	1.7	40.7	2.0	40.0	17.3	57.3	100.0
1981	36.7	1.1	37.8	3.5	43.8	14.9	58.7	100.0
1982	38.3	0.9	39.2	3.8	44.5	12.5	57.0	100.0
P 1983	37.2	0.7	37.9	3.2	49.2	9.7	58.9	100.0

P = Preliminary

NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

FIGURE II

Source of Revenue by Transit System Vehicle Mode and Population of Area Served

VEHICLE MODE, POPULATION SIZE OF SERVICE AREA	CALENDAR YEAR	SAMPLE SIZE (a)	PERCENT OF REVENUE FOR OPERATIONS FROM			
			PASSENGER FARES	OTHER EARNINGS (b)	STATE AND LOCAL ASSISTANCE	FEDERAL ASSISTANCE
Multi-Mode, All Areas (c)	1979	10	48.1	2.4	40.4	9.1
	1980	12	43.5	4.0	39.2	13.3
	1981	15	42.6	4.4	41.0	12.0
	1982	14	45.0	3.4	42.0	9.6
	1983	15	42.2	3.0	47.3	7.5
Motor Bus Only, 1,000,000 or More	1979	24	32.9	5.2	45.4	16.5
	1980	24	29.1	4.3	47.8	18.8
	1981	35	30.3	5.2	49.2	15.3
	1982	30	30.7	6.4	48.7	14.2
	1983	39	26.9	5.7	56.0	11.4
Motor Bus Only, 500,000 - 1,000,000	1979	17	32.8	4.4	41.8	21.0
	1980	21	29.9	4.5	40.6	25.0
	1981	24	31.9	4.4	40.3	23.4
	1982	18	31.5	5.3	43.2	20.0
	1983	24	29.3	4.7	48.7	17.3

(a), (b), (c) See footnotes Page 21.

FIGURE II (continued)

Source of Revenue by Transit System Vehicle Mode and Population of Area Served

VEHICLE MODE, POPULATION SIZE OF SERVICE AREA	CALENDAR YEAR	SAMPLE SIZE (a)	PERCENT OF REVENUE FOR OPERATIONS FROM			
			PASSENGER FARES	OTHER EARNINGS (b)	STATE AND LOCAL ASSISTANCE	FEDERAL ASSISTANCE
Motor Bus Only, 200,000 to 500,000	1979	31	31.4	4.0	40.7	23.9
	1980	25	31.1	3.6	40.8	24.5
	1981	35	29.8	4.0	41.4	24.8
	1982	33	32.1	4.0	37.7	26.2
	1983	46	28.3	3.6	44.8	23.3
Motor Bus Only, 200,000 or Fewer	1979	33	27.4	4.8	41.7	26.1
	1980	39	21.5	4.4	47.7	26.4
	1981	55	23.4	5.1	44.8	26.7
	1982	46	24.5	5.0	45.4	25.1
	1983	61	22.1	5.3	50.6	22.0

NOTE: Figure excludes automated guideway transit and commuter railroad data and transit systems operating only heavy rail or light rail.

(a) Number of transit systems reporting data for category and year. Percentages are for the sample only; not expanded to include all transit systems. A part of the variation in percentage values from year to year may result from changes in which transit systems comprise the sample groups rather than from actual changes in values for all transit systems.

(b) Other operating revenue, non-operating income, and net auxiliary operating revenue.

(c) Systems directly operating two or more of the following modes: motor bus, heavy rail, light rail, trolley coach, urban ferry boat, or inclined plane.

TABLE 6A

Trend of Transit Expenses by Function Class, Dollars

CALENDAR YEAR	OPERATING EXPENSE					DEPRECIATION AND AMORTIZATION	OTHER RECONCILING ITEMS	TOTAL EXPENSE
	TRANSPORTATION	MAINTENANCE		GENERAL ADMINISTRATION	TOTAL			
		VEHICLE	NON-VEHICLE					
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1940	–	–	–	–	–	–	–	$ 660.7
1945	–	–	–	–	–	–	–	1,231.7
1950	–	–	–	–	–	–	–	1,385.7
1955	–	–	–	–	–	–	–	1,370.1
1960	–	–	–	–	–	–	–	1,376.5
1965	–	–	–	–	–	–	–	1,454.4
1970	–	–	–	–	–	–	–	1,995.6
1975	$1,876.5	$814.4[a]		$ 846.4	$3,537.3	$121.0	$ 94.2	3,752.5
1976	2,033.4	894.1[a]		929.9	3,857.4	136.3	88.9	4,082.6
1977	2,219.8	972.7[a]		928.5	4,121.0	161.4	84.2	4,366.6
1978	2,508.7	$ 776.6	$292.1	961.7	4,539.1	149.6	100.2	4,788.9
1979	2,735.0	1,070.2	398.8	1,027.7	5,231.7	253.4	126.3	5,611.4
1980	3,248.2	1,274.3	499.7	1,224.3	6,246.5	277.6	186.5	6,710.6
1981	3,596.5	1,397.8	547.9	1,482.1	7,024.3	386.3	211.1	7,621.7
1982	3,882.3	1,555.8	611.8	1,503.0	7,552.9	507.1	254.3	8,314.3
P 1983	3,930.8	1,696.6	694.9	1,633.7	7,956.0	472.5	307.2	8,735.7

P = Preliminary — Data not available NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

(a) Vehicle Maintenance and Non-Vehicle Maintenance combined.

TABLE 6B

Trend of Transit Expenses by Function Class, Percent of Operating Expense

CALENDAR YEAR	OPERATING EXPENSE				
	TRANSPORTATION	MAINTENANCE		GENERAL ADMINISTRATION	TOTAL (a)
		VEHICLE	NON-VEHICLE		
	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)
1975	53.1	23.0[b]		23.9	100.0
1976	52.7	23.2[b]		24.1	100.0
1977	53.9	23.6[b]		22.5	100.0
1978	55.3	17.1	6.4	21.2	100.0
1979	52.3	20.5	7.6	19.6	100.0
1980	52.0	20.4	8.0	19.6	100.0
1981	51.2	19.9	7.8	21.1	100.0
1982	51.4	20.6	8.1	19.9	100.0
P 1983	49.4	21.3	8.8	20.5	100.0

P = Preliminary

NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

(a) Operating Expense only, excludes Depreciation and Amortization and Other Reconciling Items.
(b) Vehicle Maintenance and Non-Vehicle Maintenance combined.

TABLE 7A

Trend of Transit Expenses by Object Class, Dollars

CALENDAR YEAR	LABOR (a)	SERVICES	MATERIALS AND SUPPLIES	UTILITIES	CASUALTY AND LIABILITY COSTS	OTHER	TOTAL OPERATING EXPENSE
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1975	$2,849.3	–	–	–	–	–	$3,537.3
1976	3,085.4	–	–	–	–	–	3,857.4
1977	3,360.3	–	–	–	–	–	4,121.0
1978	3,704.6	–	–	–	–	–	4,539.1
1979	4,115.4	$136.3	$ 508.3	$188.7	$183.4	$ 99.6	5,231.7
1980	4,634.0	237.6	759.4	231.3	237.8	146.4	6,246.5
1981	5,142.6	266.8	940.8	280.9	252.8	140.4	7,024.3
1982	5,487.9	298.3	1,129.9	322.5	188.1	126.1	7,552.9
P 1983	5,898.6	309.4	1,023.9	431.2	192.6	100.3	7,956.0

P = Preliminary – Data not available

NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

(a) See Table 13 for further detail of labor expense.

TABLE 7B

Trend of Transit Expenses by Object Class, Percent of Operating Expense

CALENDAR YEAR	LABOR (a)	SERVICES	MATERIALS AND SUPPLIES	UTILITIES	CASUALTY AND LIABILITY COSTS	OTHER	TOTAL OPERATING EXPENSE
	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)
1975	80.6	–	–	–	–	–	100.0
1976	79.9	–	–	–	–	–	100.0
1977	81.5	–	–	–	–	–	100.0
1978	81.6	–	–	–	–	–	100.0
1979	78.7	2.6	9.7	3.6	3.5	1.9	100.0
1980	74.2	3.8	12.2	3.7	3.8	2.3	100.0
1981	73.2	3.8	13.4	4.0	3.6	2.0	100.0
1982	72.7	3.9	15.0	4.3	2.5	1.6	100.0
P 1983	74.1	3.9	12.9	5.4	2.4	1.3	100.0

P = Preliminary – Data not available

NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

(a) See Table 13 for further detail of labor expense.

FIGURE III

Operating Expense by Transit System Vehicle Mode and Population of Area Served

VEHICLE MODE, POPULATION SIZE OF SERVICE AREA	CALENDAR YEAR	SAMPLE SIZE (a)	PERCENT OF OPERATING EXPENSE FOR			
			TRANSPORTATION	VEHICLE MAINTENANCE	NON-VEHICLE MAINTENANCE	GENERAL ADMINISTRATION
Multi-Mode, All Areas (b)	1979	10	46.8	19.0	12.8	21.4
	1980	12	45.9	18.7	12.4	23.0
	1981	15	43.5	18.7	11.1	26.7
	1982	14	44.0	19.9	11.8	24.3
	1983	15	43.9	21.2	12.9	22.0
Motor Bus Only, 1,000,000 or More	1979	24	59.3	20.1	2.5	18.1
	1980	24	55.6	21.7	2.3	20.4
	1981	35	58.2	21.2	2.3	18.3
	1982	30	57.1	22.5	2.3	18.1
	1983	39	55.8	22.3	2.5	19.4
Motor Bus Only, 500,000 - 1,000,000	1979	17	60.0	19.2	2.0	18.8
	1980	21	61.2	16.7	2.7	19.4
	1981	24	61.6	18.6	2.2	17.6
	1982	18	61.8	19.6	2.3	16.3
	1983	24	59.5	19.3	2.3	18.9

(a), (b) See footnotes Page 27.

FIGURE III (continued)

Operating Expense by Transit System Vehicle Mode and Population of Area Served

VEHICLE MODE, POPULATION SIZE OF SERVICE AREA	CALENDAR YEAR	SAMPLE SIZE (a)	PERCENT OF OPERATING EXPENSE FOR			
			TRANSPORTATION	VEHICLE MAINTENANCE	NON-VEHICLE MAINTENANCE	GENERAL ADMINISTRATION
Motor Bus Only, 200,000 to 500,000	1979	31	62.7	18.9	1.7	16.7
	1980	25	62.4	20.1	1.6	15.9
	1981	35	62.7	18.2	2.1	17.0
	1982	33	63.4	17.7	2.2	16.7
	1983	46	61.8	19.0	1.8	17.4
Motor Bus Only, 200,000 or Fewer	1979	33	61.7	19.4	1.2	17.7
	1980	39	60.2	19.0	1.7	19.1
	1981	55	61.7	19.2	1.7	17.4
	1982	46	62.2	19.2	1.5	17.1
	1983	61	61.8	19.3	1.5	17.4

NOTE: Figure excludes automated guideway transit and commuter railroad data and transit systems operating only heavy rail or light rail.

(a) Number of transit systems reporting data for category and year. Percentages are for the sample only; not expanded to include all transit systems. A part of the variation in percentage values from year to year may result from changes in which transit systems comprise the sample groups rather than from actual changes in values for all transit systems.

(b) Systems directly operating two or more of the following modes: motor bus, heavy rail, light rail, trolley coach, urban ferry boat, or inclined plane.

FIGURE IV

Transit Operating Expense for 1983 Classified By Function and Object Class*
(Total Dollars in Thousands)

Function and Object Class	Transportation	Vehicle Maintenance	Non-Vehicle Maintenance	General Administration	Total
Salaries and Wages	2,111,310	813,010	393,030	603,980	3,921,330
Fringe Benefits	1,016,780	418,390	226,940	315,160	1,977,270
Services	46,100	75,540	31,820	155,940	309,400
Fuels and Lubricants	409,000	8,760			417,760
Tires and Tubes	52,450	790			53,240
Other Materials and Supplies	12,720	377,880	91,490	70,810	552,900
Utilities		5,550	222,770	202,880	431,200
Casualty and Liability Costs		1,590	2,450	188,560	192,600
Other	282,440	(4,880)	(273,620)	96,360	100,300
Total	3,930,800	1,696,630	694,880	1,633,690	7,956,000

*Includes motor bus, heavy rail, light rail, trolley coach, cable car, and inclined plane only; excludes automated guideway transit, commuter railroad, and urban ferry boat.

FIGURE IV (continued)

Transit Operating Expense for 1983 Classified By Function and Object Class* (Percent of Total)

Function and Object Class	Transportation	Vehicle Maintenance	Non-Vehicle Maintenance	General Administration	Total
Salaries and Wages	26.54	10.22	4.94	7.59	49.29
Fringe Benefits	12.78	5.26	2.85	3.96	24.85
Services	0.58	0.95	0.40	1.96	3.89
Fuels and Lubricants	5.14	0.11			5.25
Tires and Tubes	0.66	0.01			0.67
Other Materials and Supplies	0.16	4.75	1.15	0.89	6.95
Utilities		0.07	2.80	2.55	5.42
Casualty and Liability Costs		0.02	0.03	2.37	2.42
Other	3.55	(0.06)	(3.44)	1.21	1.26
Total	49.41	21.33	8.73	20.53	100.00

*Includes motor bus, heavy rail, light rail, trolley coach, cable car, and inclined plane only; excludes automated guideway transit, commuter railroad, and urban ferry boat.

TABLE 8

Trend of Transit Passenger Trips Classified by Population Groups

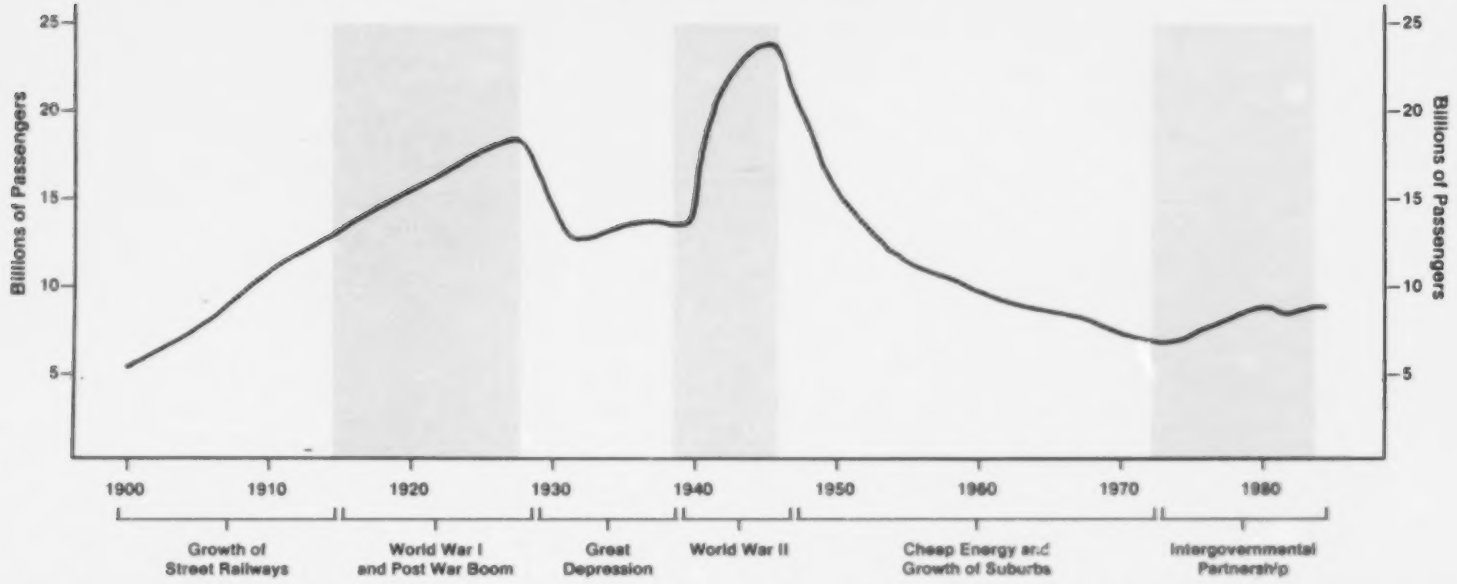
CALENDAR YEAR	HEAVY RAIL	SURFACE LINES						TOTAL PASSENGER RIDES/TRIPS
		500,000 AND OVER	250,000-500,000	100,000-250,000	50,000-100,000	LESS THAN 50,000	SUBURBAN AND OTHER	
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
Total Passenger Rides (a)								
1940[b]	2,382	5,611	1,710	1,329	967	379	719	13,098
1945	2,698	8,721	3,654	2,952	2,376	1,166	1,687	23,254
1950	2,264	6,649	2,563	2,024	1,689	930	1,126	17,246
1955	1,870	4,510	1,668	1,236	1,019	467	759	11,529
1960	1,850	3,865	1,175	891	714	297	603	9,395
1965	1,858	3,747	757	520	592	240	540	8,253
1970	1,881	3,265	662	428	494	175	428	7,332
1975[c]	1,673	4,488	356	281	72	101	–	6,972
Unlinked Transit Passenger Trips (d)								
1980	2,108	5,206	409	310	90	112	–	8,235
1981[e]	2,094	5,158	301	242	91	78	–	7,964
1982	2,115	4,934	286	238	90	78	–	7,741
P 1983	2,167	5,050	276	231	89	76	–	7,889

P = Preliminary – Data not available NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

(a) Total Passenger Rides from 1940 through 1975 based upon individual transit system data collection procedures.
(b) From 1940 through 1970 transit systems assigned by population of headquarters city.
(c) From 1975 through 1980 transit systems assigned by population of urbanized area based on 1970 United States Census of Population.
(d) Unlinked Transit Passenger Trips beginning in 1980 based on data collection procedures defined by Urban Mass Transportation Act, Section 15. Series not continuous between 1975 and 1980.
(e) From 1981 through 1983 transit systems assigned by population of urbanized area based on 1980 United States Census of Population.

FIGURE V

Major Trends of Transit Ridership



Transit ridership has gone through six major cycles of growth and decline during the Twentieth Century influenced by social and economic forces external to transit. From 1900 to 1929 transit ridership grew steadily; first due to technical innovation and investment opportunities during the early development of street railways and then due to the economic boom of World War I and the post-war period. The Great Depression caused a steep decline in ridership between 1929 and 1939 as people made fewer work trips and often could not afford to take pleasure trips. A new federal law limiting utilities' ability to subsidize transit, as had been normal practice, led to a decline in transit capital facilities. World War II caused motor fuel rationing and an economic boom that led to a new rapid growth cycle in transit ridership. Ridership quickly declined from artificially high war levels as people fled to suburbs spurred on by cheap fuel and government policy favoring low-density suburban growth. In 1973 the ridership cycle reversed again and transit began a steady growth based on a partnership of local, state, and federal government committed to improving America's transportation infrastructure.

TABLE 9

Trend of Transit Passenger Trips

CALENDAR YEAR	RAILWAY			TROLLEY COACH	MOTOR BUS	TOTAL PASSENGER RIDES/TRIPS
	LIGHT RAIL	HEAVY RAIL	TOTAL RAIL(a)			
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
Total Passenger Rides (b)						
1940	5,943	2,382	8,325	534	4,239	13,098
1945	9,426	2,698	12,124	1,244	9,886	23,254
1950	3,904	2,264	6,168	1,658	9,420	17,246
1955	1,207	1,870	3,077	1,202	7,250	11,529
1960	463	1,850	2,313	657	6,425	9,395
1965	276	1,858	2,134	305	5,814	8,253
1970	235	1,881	2,116	182	5,034	7,332
1975	124	1,673	1,810	78	5,084	6,972
1976	112	1,632	1,759	75	5,247	7,081
1977	103	1,610	1,728	70	5,488	7,286
1978	104	1,706	1,825	70	5,721	7,616
1979	107	1,777	1,899	75	6,156	8,130
Unlinked Transit Passenger Trips (c)						
1980	133	2,108	2,256	142	5,837	8,235
1981	123	2,094	2,232	138	5,594	7,964
1982	136	2,115	2,266	151	5,324	7,741
P 1983	137	2,167	2,307	160	5,422	7,889

P = Preliminary

NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

(a) Includes cable car and inclined plane beginning in 1975.

(b) Total Passenger Rides from 1940 through 1979 based on individual transit data collection procedures.

(c) Unlinked Transit Passenger Trips beginning in 1980 based on data collection procedures defined by Urban Mass Transportation Act, Section 15. Series not continuous between 1979 and 1980.

TABLE 10

Trend of Passenger Miles

CALENDAR YEAR	RAILWAY			TROLLEY COACH	MOTOR BUS	TOTAL PASSENGER MILES
	LIGHT RAIL	HEAVY RAIL	TOTAL RAIL(a)			
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1977	389	9,682	10,083	225	19,730	30,038
1978	392	10,330	10,734	234	20,708	31,676
1979	407	10,760	11,179	204	21,393	32,776
1980	381	10,558	10,951	219	21,790	32,960
1981	346	10,244	10,602	254	21,012	31,868
1982	379	10,049	10,437	295	19,987	30,719
P 1983	391	10,350	10,755	325	20,047	31,127

P = Preliminary

(a) Includes cable car and inclined plane.

NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

TABLE 11

Trend of Passenger Vehicle Miles Operated

CALENDAR YEAR	RAILWAY			TROLLEY COACH	MOTOR BUS	TOTAL VEHICLE MILES OPERATED
	LIGHT RAIL	HEAVY RAIL	TOTAL RAIL(a)			
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1940	844.7	470.8	1,315.5	86.0	1,194.5	2,596.0
1945	939.8	458.4	1,398.2	133.3	1,722.3	3,253.8
1950	463.1	443.4	906.5	205.7	1,895.4	3,007.6
1955	178.3	382.8	561.1	176.5	1,709.9	2,447.5
1960	74.8	390.9	465.7	100.7	1,576.4	2,142.8
1965	41.6	395.3	436.9	43.0	1,528.3	2,008.2
1970	33.7	407.1	440.8	33.0	1,409.3	1,883.1
1975	23.8	423.1	448.4	15.3	1,526.0	1,989.7
1976	21.1	407.0	429.6	15.3	1,581.4	2,026.3
1977	20.4	361.3	383.2	14.8	1,623.3	2,021.3
1978	19.5	363.5	384.5	13.3	1,630.5	2,028.3
1979	19.1	380.5	400.2	11.7	1,633.6	2,045.5
1980	17.5	384.7	402.8	13.0	1,677.2	2,093.0
1981	16.5	420.1	437.2	11.9	1,684.6	2,133.7
1982	16.1	429.1	445.8	13.7	1,668.8	2,128.3
P 1983	16.0	407.5	424.1	15.0	1,677.8	2,116.9

P = Preliminary

NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

(a) Includes cable car and inclined plane beginning in 1975.

TABLE 12

Trend of Transit Fares

CALENDAR YEAR	AVERAGE REVENUE PER UNLINKED TRANSIT PASSENGER TRIP (a)	ADULT CASH FARE (BASE PERIOD)			PERCENT OF TRANSIT SYSTEMS WITH (c)		
		HIGH	LOW	MEAN(b)	PEAK PERIOD SURCHARGES	TRANSFER CHARGES	ZONE FARES
1940	5.4¢	10¢	5¢	–	–	–	–
1945	5.6	10	5	–	–	–	–
1950	8.0	17	5	–	–	–	–
1955	11.8	20	5	–	–	–	–
1960	14.2	30	7	–	–	–	–
1965	16.2	35	10	–	–	–	–
1970	22.4	50	10	–	–	–	–
1975	26.7	75	Free	–	–	–	–
1976	27.8	75	Free	–	–	–	–
1977	29.6	75	Free	32.6¢	3.7%	–	–
1978	29.8	75	Free	33.6	4.6	–	–
1979	30.0	75	Free	35.7	5.4	–	–
1980	31.0	75	Free	40.3	5.1	29.6%	31.4%
1981	33.9	100	Free	47.3	4.2	23.7	31.6
1982	39.7	100	Free	52.8	9.0	28.4	38.9
P 1983	40.2	100	10	54.9	8.9	37.1	35.9

P = Preliminary – Data not available NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

(a) Includes transfer charges and zone charges; includes reduced-fare trips, free-fare trips, and free-transfer trips.
(b) Unweighted average of adult cash fares, fixed-route service; excludes transfer, premium, or zone charges; each transit system counted equally.
(c) As of June 1; percents represent a 200-transit-system sample, not estimated for all transit systems.

TABLE 13

Trend of Transit Employment, Compensation, and Labor Costs

CALENDAR YEAR	NUMBER OF EMPLOYEES (a)	SALARIES AND WAGES	FRINGE BENEFIT COSTS	TOTAL LABOR COSTS
		(THOUSANDS)	(THOUSANDS)	(THOUSANDS)
1940	203,000	$ 360,000	–	–
1945	242,000	632,000	–	–
1950	240,000	835,000	–	–
1955	198,000	864,000	–	–
1960	156,400	857,300	–	–
1965	145,000	963,500	–	–
1970	138,040	1,274,109	–	–
1975	159,800	2,236,063	$ 613,274	$2,849,337
1976	162,950	2,403,683	681,684	3,085,367
1977	162,510	2,546,720	813,607	3,360,327
1978	165,400	2,740,557	964,096	3,704,653
1979	177,900	3,025,041	1,090,376	4,115,417
1980	187,000	3,280,915	1,353,132	4,634,047
1981	191,600	3,493,564	1,649,071	5,142,635
1982	193,500	3,731,397	1,756,507	5,487,904
P 1983	194,960	3,921,330	1,977,270	5,898,600

P = Preliminary – Data not available NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

(a) Beginning 1980 equals employee equivalents of 2,000 labor hours each.

Transit Vehicle Characteristics and System Locations

TABLE 14

Trend of Transit Employees by Job Category

CALENDAR YEAR	NUMBER OF EMPLOYEES (a)					
	VEHICLE OPERATORS (b)	OTHER TRANSPORTATION	VEHICLE MECHANICS	OTHER MAINTENANCE	ALL OTHER	TOTAL
1975	84,300	–	–	–	–	159,800
1976	85,200	–	–	–	–	162,950
1977	84,800	–	–	–	–	162,510
1978	85,100	–	–	–	–	165,400
1979	90,760	23,360	20,650	31,360	11,770	177,900
1980	95,690	22,830	22,220	32,350	13,910	187,000
1981	96,930	22,740	23,640	33,190	15,100	191,600
1982	95,800	22,580	24,830	33,240	17,500	193,950
P 1983	94,170	22,400	25,030	33,980	19,380	194,960

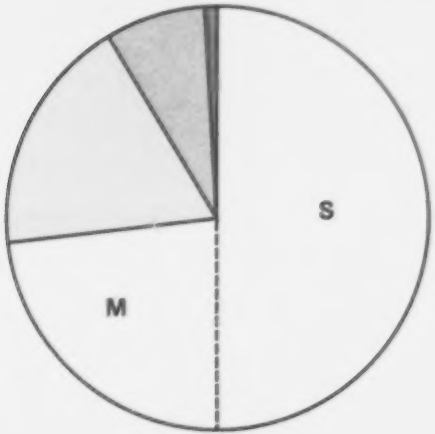
P = Preliminary – Data not available NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.
(a) Beginning 1980 equals employee equivalents of 2,000 labor hours each.
(b) Includes conductors.

FIGURE VI

Comparison of Operating Data by Transit Mode for 1983

VEHICLE MILES

S	Single-Mode Motor Bus Systems*	49%
M	Multi-Mode Motor Bus Operations*	24%
	Heavy Rail	18%
	Commuter Railroad	8%
	Other Modes	1%

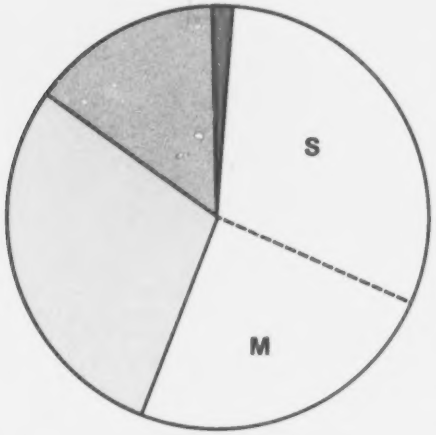


ACTIVE VEHICLES

S	Single Mode Motor Bus Systems*	51%
M	Multi-Mode Motor Bus Operations*	28%
	Heavy Rail	13%
	Commuter Railroad	6%
	Other Modes	2%

PASSENGER MILES

S	Single-Mode Motor Bus Systems*	30%
M	Multi-Mode Motor Bus Operations*	24%
	Heavy Rail	28%
	Commuter Railroad	16%
	Other Modes	2%



PASSENGER TRIPS

S	Single-Mode Motor Bus Systems*	31%
M	Multi-Mode Motor Bus Operations*	35%
	Heavy Rail	26%
	Commuter Railroad	3%
	Other Modes	5%

*Single-Mode Motor Bus Systems include both motor bus and van operations by systems not operating any other types of vehicles; Multi-Mode Motor Bus Operations include both motor bus and van operations of transit systems also operating marine service, trolley coach service, or a railway mode.

TABLE 15

Trend of Energy Consumption by Transit Passenger Vehicles

CALENDAR YEAR	ELECTRIC POWER CONSUMED (KILOWATT HOURS IN MILLIONS)	FOSSIL FUELS CONSUMED (GALLONS IN THOUSANDS)	
		GASOLINE(a)	DIESEL
1940	6,334	–	–
1945	7,033	510,000	11,800
1950	5,251	430,000	98,600
1955	3,530	276,000	172,600
1960	2,908	191,900	208,100
1965	2,584	124,200	248,400
1970	2,561	68,200	270,600
1975	2,646	7,576	365,060
1976	2,576	6,163	389,187
1977	2,303	9,273	402,842
1978	2,223	9,331	422,017
1979	2,473	8,973	423,212
1980	2,446	11,400	431,400
1981	2,655	13,950	445,950
1982	2,722	11,670	455,590
P 1983	2,930	9,460	450,260

P = Preliminary – Data not available NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

(a) Includes propane.

TABLE 16

Trend of Commuter Railroad Operations

CALENDAR YEAR	NUMBER OF SYSTEMS	OPERATING REVENUE	OPERATING EXPENSE	LINKED PASSENGER TRIPS	COMMUTER RAIL CARS OWNED AND LEASED	VEHICLE MILES OPERATED
		(MILLIONS)	(MILLIONS)	(MILLIONS)		(MILLIONS)
1973	15	$250	$ 413	239	–	–
1974	15	263	495	254	–	–
1975	15	283	571	260	–	–
1976	15	334	657	260	4,438	–
1977	15	347	671	265	4,340	175
1978	17	370	778	267	4,473	174
1979	18	410	915	279	4,350	176
1980	18	436	973	280	4,448	179
1981	18	454	1,041	268	4,413	176
1982	18	490	1,164	259	4,445	175
P 1983	17	606	1,178	262	4,371	177

P = Preliminary

– Data not available

NOTE: Commuter railroad financial data and statistical data are not included in summary data in Tables 2 through Table 15.

TABLE 17

Trend of Local and Suburban Operations by Class I Intercity Bus Carriers*

CALENDAR YEAR	INTERCITY MOTOR BUS CARRIER LOCAL AND SUBURBAN SERVICE (a)			
	PASSENGER REVENUE	PERCENT OF ALL CARRIER REVENUE (b)	REVENUE PASSENGERS CARRIED	VEHICLE MILES
	(MILLIONS)	(PERCENT)	(MILLIONS)	(MILLIONS)
1970	$13.3	1.8%	21	16.9
1971	12.6	1.7	19	16.2
1972	11.7	1.5	16	15.2
1973	13.8	1.7	17	16.9
1974	14.0	1.5	17.0	16.7
1975	11.7	1.2	13.7	13.0
1976	11.2	1.2	12.7	10.8
1977	9.6	1.0	10.1	9.6
1978	7.9	0.8	8.2	10.9
1979	8.8	0.7	8.7	6.5
1980	10.1	0.7	8.8	6.8
1981	10.8	0.7	8.0	6.3
1982	5.7	0.4	2.9	3.9
1983	5.7	0.4	2.6	3.8

* Includes Class I Intercity Motor Carriers only. Class I Motor Carriers include all intercity bus companies with gross revenues over $1,000,000 from 1970 through 1976; and with gross revenues over $3,000,000 beginning in 1977.

(a) Intercity Motor Bus Carrier Local and Suburban Service is defined by the Interstate Commerce Commission as "transportation within a city or its contiguous suburbs."

(b) Passenger Revenue from Local and Suburban Service divided by all Class I Intercity Motor Bus Carrier operating revenue.

NOTE: Intercity Motor Bus Carrier Local and Suburban Service financial data and statistical data are not included in summary data in Tables 1 through Table 15.

Source: American Bus Association

TABLE 18

Transit Passenger Vehicles Owned and Leased

CALENDAR YEAR	RAILWAY			TROLLEY COACH	MOTOR BUS (b)	TOTAL PASSENGER VEHICLES
	LIGHT RAIL	HEAVY RAIL	TOTAL RAIL(a)			
1940	26,630	11,032	37,662	2,802	35,000	75,464
1945	26,160	10,217	36,377	3,711	49,670	89,758
1950	13,228	9,758	22,986	6,504	56,820	86,310
1955	5,300	9,232	14,532	6,157	52,400	73,089
1960	2,856	9,010	11,866	3,826	49,600	65,292
1965	1,549	9,115	10,664	1,453	49,600	61,717
1970	1,262	9,338	10,600	1,050	49,700	61,350
1975	1,061	9,608	10,712	703	50,811	62,226
1976	963	9,714	10,720	685	52,382	63,787
1977	992	9,639	10,674	645	51,968	63,287
1978	944	9,567	10,554	593	52,866	64,013
1979	959	9,522	10,524	725	54,490	65,739
1980	1,013	9,693	10,749	823	59,411	70,983
1981	1,075	9,801	10,919	751	60,393	72,063
1982	1,016	9,867	10,926	763	62,114	73,803
P 1983	1,013	9,943	11,003	686	62,093	73,782

P = Preliminary

NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

(a) Includes cable car and inclined plane beginning in 1975.

(b) Includes vans owned and leased by transit systems beginning in 1979.

TABLE 19

New Transit Passenger Vehicles Delivered

CALENDAR YEAR	RAILWAY CARS			TROLLEY COACHES	MOTOR BUSES(a)				TOTAL PASSENGER VEHICLES
	LIGHT RAIL	HEAVY RAIL	TOTAL RAIL		29 SEATS OR FEWER	30-39 SEATS	40 SEATS OR MORE	TOTAL BUSES	
1940-44[b]	1,525	189	1,714	1,377	–	–	–	21,842	24,933
1945-49[b]	2,130	665	2,795	3,492	6,369	10,817	16,114	33,300	39,587
1950-54[b]	79	599	678	1,003	441	3,879	9,120	13,440	15,121
1955-59[b]	0	1,771	1,771	43	19	854	9,165	10,038	11,852
1960-64[b]	0	2,588	2,588	0	22	620	12,279	12,921	15,509
1965-69[b]	0	1,878	1,878	0	202	1,131	11,725	13,058	14,936
1970-74[b]	0	1,248	1,248	3	823	910	13,127	14,860	16,111
1975	0	127	127	1	419	128	4,714	5,261	5,389
1976	4	472	476	260	395	251	4,099	4,745	5,481
1977	62	506	568	198	549	308	1,580	2,437	3,203
1978	35	172	207	0	610	222	2,973	3,805	4,012
1979	70	94	164	141	408	130	2,902	3,440	3,745
1980	32	130	162	98	287	143	4,142	4,572	4,832
1981	188	276	464	0	153	171	3,735	4,059	4,523
1982	10	126	136	0	67	138	2,757	2,962	3,098
P 1983	30	88	118	0	151	74	3,856	4,081	4,199

P = Preliminary – Data not available

(a) Buses or bus-type vehicles only, excludes vans and passenger automobiles.

(b) Five-year totals.

FIGURE VII

Characteristics of the Urban Transit Fleet

CHARACTERISTIC	YEAR*	MOTOR BUS (a)	HEAVY RAIL	LIGHT RAIL	TROLLEY COACH	COMMUTER RAILROAD
Vehicles Owned and Leased	1980	59,411	9,693	1,013	823	4,448
	1981	60,393	9,801	1,075	751	4,413
	1982	62,114	9,867	1,016	763	4,445
	1983	62,093	9,943	1,013	686	4,371
Vehicles in Active Service	1980	–	–	–	–	–
	1981	55,562	9,488	844	658	3,864
	1982	57,021	9,539	868	661	3,972
	1983	58,392	9,623	853	665	3,935
Vehicles with Major Rehabilitation	1980	–	–	–	–	–
	1981	1,087	–	41	0	–
	1982	2,174	–	70	0	–
	1983	3,151	–	92	0	–

*As of December 31. -- Data not available

(a) Includes all motor buses and vans owned and leased by transit systems.

FIGURE VII (continued)

Characteristics of the Urban Transit Fleet

CHARACTERISTIC	YEAR*	MOTOR BUS (a)	HEAVY RAIL	LIGHT RAIL	TROLLEY COACH	COMMUTER RAILROAD
Average Age (Years)	1980	8.8	18.0	27.3	8.9	17.1
	1981	8.2	18.6	26.7	7.3	17.9
	1982	8.6	19.0	22.8	8.2	18.6
	1983	8.3	19.6	21.8	6.7	18.4
Average Length	1980	38'5"	58'4"	52'4"	39'6"	83'7"
	1981	38'5"	59'0"	52'7"	39'9"	83'9"
	1982	38'6"	58'11"	52'7"	39'9"	83'10"
	1983	38'6"	59'0"	56'6"	39'11"	84'0"
Average Number of Seats	1980	45.6	53.6	50.1	47.1	118.4
	1981	45.3	53.5	52.0	47.5	119.7
	1982	45.3	53.5	54.0	47.4	120.2
	1983	44.9	53.6	55.0	47.5	116.4

*As of December 31 – Data not available

(a) Includes all motor buses and vans owned and leased by transit systems.

FIGURE VII (continued)

Characteristics of the Urban Transit Fleet

CHARACTERISTIC	YEAR*	MOTOR BUS (a)	HEAVY RAIL	LIGHT RAIL	TROLLEY COACH	COMMUTER RAILROAD
Vehicles Equipped with Air Conditioning	1980	45,687	4,690	132	162	4,020
	1981	49,280	4,868	153	162	3,979
	1982	51,430	5,276	320	174	4,088
	1983	50,851	5,570	334	174	4,121
Vehicles Equipped with Two-Way Radios	1980	40,993	7,918	386	191	–
	1981	46,744	8,141	430	235	–
	1982	47,828	7,688	463	225	–
	1983	49,332	7,844	608	335	–
Vehicles with Wheelchair Accessibility	1980	6,535	(b)	(b)	110	(b)
	1981	11,414	(b)	(b)	110	(b)
	1982	12,858	(b)	(b)	110	(b)
	1983	14,520	(b)	(b)	184	(b)

*As of December 31. – Data not available

(a) Includes all motor buses and vans owned and leased by transit systems.

(b) Wheelchair accessibility for high-platform-boarding railcars is provided by station modifications.

FIGURE VIII

Number of Bus Service Providers By State

State	Urbanized Area Transit Systems (a)	Small Urban and Rural Transit Systems (b)	Non-Profit Elderly and Disabled Service Providers (c)	Total Bus Service Providers (d)
Alabama	6	35	5	40
Alaska	1	9	8	18
Arizona	2	9	19	27
Arkansas	2	8	28	37
California	68	82	25	175
Colorado	5	16	13	27
Connecticut	21	9	16	46
Delaware	2	2	3	7
District of Columbia	2	0	6	8
Florida	21	20	15	52
Georgia	8	40	21	69
Guam	0	1	0	1
Hawaii	1	3	4	7
Idaho	2	7	9	16
Illinois	35	16	13	61
Indiana	14	13	19	46
Iowa	8	25	8	33
Kansas	3	62	18	83
Kentucky	4	19	8	29
Louisiana	12	34	20	52
Maine	3	15	8	18
Maryland	15	5	23	43
Massachusetts	31	10	19	58

(a), (b), (c), (d) See footnotes Page 51

(continued on Page 50)

FIGURE VIII (Continued)

Number of Bus Service Providers By State

State	Urbanized Area Transit Systems (a)	Small Urban and Rural Transit Systems (b)	Non-Profit Elderly and Disabled Service Providers (c)	Total Bus Service Providers (d)
Michigan	15	45	9	69
Minnesota	7	37	21	64
Mississippi	3	15	10	23
Missouri	7	29	26	59
Montana	3	10	9	21
Nebraska	2	47	11	60
Nevada	2	4	8	14
New Hampshire	3	6	7	15
New Jersey	164	14	29	205
New Mexico	1	18	30	31
New York	87	59	53	199
North Carolina	12	19	13	44
North Dakota	2	16	10	24
Ohio	36	28	66	130
Oklahoma	2	5	25	31
Oregon	5	24	10	30
Pennsylvania	49	20	36	105
Puerto Rico	19	–	–	19
Rhode Island	3	2	7	10
South Carolina	6	7	20	33
South Dakota	2	17	10	26
Tennessee	8	12	35	53
Texas	25	20	30	74

– Data not available

(a), (b), (c), (d) See footnotes Page 51

The United States Urban Mass Transportation Act

History and Provisions of the Urban Mass Transportation Act of 1964, as Amended

In 1964 the Congress of the United States found that "the welfare and vitality of urban areas, the satisfactory movement of people and goods within such areas, and the effectiveness of housing, urban renewal, highway, and other federally aided programs are being jeopardized by the deterioration or inadequate provision of urban transportation facilities and services. . . ." To remedy this situation, Congress passed the Urban Mass Transportation Act of 1964 which provided a program for transit systems to purchase capital equipment.

Continuing this commitment into its third decade, the Congress appropriated over four billion dollars for assistance to urban mass transportation during Fiscal Year 1985. The FY 1985 appropriation includes $875 million in new budget authority for operating assistance and $1,502 million in capital assistance allocated to urbanized areas on a formula basis; $72 million allocated to small urban and rural areas on a formula basis; $1,120 million of discretionary capital funding; $250 million for capital transfers from Interstate Highway projects; and $332 million for other capital projects, research, training, and administration.

This variety of federal assistance programs results from changing transit needs and changing federal objectives. Landmarks in the evolution of the federal program include:

- 1961: The Housing and Urban Development Act of 1961 provided funding for transit demonstrations and loans for mass transportation projects.
- 1964: The Urban Mass Transportation Act of 1964 (UMT Act of 1964) established the Urban Mass Transportation Administration (UMTA) within the Department of Housing and Urban Development to administer a program of capital grants to transit systems.
- 1966: The Urban Mass Transportation Act of 1966 expanded funding for capital purchases and allowed funding for research, planning, and training.
- 1966: The Urban Mass Transportation Administration was moved to the newly created Department of Transportation (DOT).
- 1970: The Urban Mass Transportation Assistance Act of 1970 provided increased levels of federal funding by authorizing a $3.1 billion program of capital grants.
- 1973: The Federal-Aid Highway Act of 1973 increased the federally funded portion of transit capital projects from two-thirds to 80 percent and authorized expenditure of Federal-Aid Urban Systems highway funds and Interstate Highway Transfers for qualifying transit projects.
- 1974: The National Mass Transportation Assistance Act of 1974 increased authorizations for discretionary capital funding and created a formula grant program to allocate funding directly to urbanized areas

that could be used for either operations or capital projects.

• 1978: The Federal Public Transportation Act of 1978, Title III of the Surface Transportation Assistance Act of 1978 (STA Act of 1978) expanded the formula grant program and divided it into categorical programs that included additional operating grants for fixed guideway systems, capital grants for bus purchases, and operating grants for places outside of urbanized areas.

• 1982: The Federal Public Transportation Act of 1982, Title III of the Surface Transportation Assistance Act of 1982 (STA Act of 1982) provided that 1¢ of a 5¢ increase in the Highway Trust Fund users' fee on motor fuels would be placed into a Mass Transit Account for capital projects, increased the portion of all funding allocated through the formula grant program, and altered the formula grant program allocation formula to include transit service data as well as population data.

During FY 1985 transit systems will receive the majority of their funding through four continuing programs and budget authority available for obligation from two discontinued programs. Four of these programs allocate funding to urbanized areas or states by formula. In each case the amount allocated to an urbanized area or state is equal to the ratio of the data for that urbanized area or state to the sum of data for all urbanized areas or states eligible in the formula. These programs, identified by section number in the UMT Act of 1964, as amended, are:

Section 3 Original grant program begun in FY 1964 provides capital assistance to eligible transit projects selected by the Urban Mass Transportation Administration or "earmarked" by Congress. This process is known as "discretionary funding."

Status: Authorized through FY 1986.

TABLE 20

United States Government Operating Grant Approvals for Mass Transportation

FEDERAL FISCAL YEAR	UMT ACT SECTION 5 GRANT APPROVALS FOR OPERATING ASSISTANCE (a)	
	NUMBER OF GRANTS	TOTAL APPROVALS
		(MILLIONS)
1975	100	$ 142.5
1976	211	411.8
1977	386	571.8
1978	398	685.3
1979	376	868.5
1980	498	1,120.7
1981	535	1,129.5
1982	525	1,055.5
1983	389	887.9

(a) Urban Mass Transportation Act of 1964, as amended, Section 5 (49 USC 1604)

Source: U.S. Department of Transportation, Urban Mass Transportation Administration.

FIGURE VIII (Continued)

Number of Bus Service Providers By State

State	Urbanized Area Transit Systems (a)	Small Urban and Rural Transit Systems (b)	Non-Profit Elderly and Disabled Service Providers (c)	Total Bus Service Providers (d)
Utah	1	3	12	15
Vermont	1	4	7	12
Virginia	17	11	11	39
Washington	11	21	12	37
West Virginia	5	13	20	34
Wisconsin	15	28	8	51
Wyoming	0	1	5	6
United States Total	779	975	858	2,486

– Data not available

(a) Transit systems operating at least one fixed route by motor bus within an urbanized area. Systems operating in two or more states are counted in the state in which they operate the largest portion of their service.

(b) Transit systems receiving funds under the provisions of the Urban Mass Transportation Act of 1964, as amended, Section 18, during Federal Fiscal Year 1984. Includes service providers operating fixed-route only, demand-response only, and combined fixed-route and demand-response service.

(c) Transit service providers receiving funds under the provisions of the Urban Mass Transportation Act of 1964, as amended, Section 16(b)2, during Federal Fiscal Year 1984.

(d) Total number of agencies listed minus the number of agencies receiving funds from both Section 18 and Section 16(b)2 of the Urban Mass Transportation Act of 1964, as amended, during Federal Fiscal Year 1984. This number may be lower than the actual number of motor bus, including van, service providers because (1) not all agencies eligible for Section 18 and Section 16(b)2 funding during federal Fiscal Year 1984 received funds; (2) not all non-fixed-route service providers in urbanized areas are eligible for Section 16(b)2 funds; and (3) private for-profit providers of specialized service for elderly and disabled, even if they receive assistance or compensation through a government or non-profit agency, are not counted.

Data Source for Small Urban and Rural Transit Systems and Non-Profit Elderly and Disabled Service Providers: *Rural and Specialized Transportation: UMTA Programs and the States*, American Association of State Highway and Transportation Officials, August 1984.

FIGURE IX

Rail, Trolley Coach, and Marine Transit Service In Operation as of November 1, 1984

CITY	TRANSIT SYSTEM
	HEAVY RAIL
Atlanta, Georgia	Metropolitan Atlanta Rapid Transit Authority
Baltimore, Maryland	Mass Transit Administration of Maryland
Boston, Massachusetts	Massachusetts Bay Transportation Authority
Chicago, Illinois	Chicago Transit Authority
Cleveland, Ohio	Greater Cleveland Regional Transit Authority
Miami, Florida	Metro-Dade Transportation Administration
New York, New York	New York City Transit Authority; Port Authority Trans-Hudson Corporation
Philadelphia, Pennsylvania	Port Authority Transit Corporation of Pennsylvania and New Jersey; Southeastern Pennsylvania Transportation Authority
Oakland, California	San Francisco Bay Area Rapid Transit District
Washington, District of Columbia	Washington Metropolitan Area Transit Authority
	LIGHT RAIL
Boston, Massachusetts	Massachusetts Bay Transportation Authority
Buffalo, New York	Niagara Frontier Transit Metro System, Inc.
Cleveland, Ohio	Greater Cleveland Regional Transit Authority
Detroit, Michigan	City of Detroit Department of Transportation
Fort Worth, Texas	Dillard's Department Store
Newark, New Jersey	New Jersey Transit Corporation
New Orleans, Louisiana	Regional Transit Authority
Philadelphia, Pennsylvania	Southeastern Pennsylvania Transportation Authority
Pittsburgh, Pennsylvania	Port Authority of Allegheny County
San Diego, California	San Diego Metropolitan Transit Development Board
San Francisco, California	San Francisco Municipal Railway
Seattle, Washington	Municipality of Metropolitan Seattle

FIGURE IX (continued)

Rail, Trolley Coach, and Marine Transit Service In Operation as of November 1, 1984

CITY	TRANSIT SYSTEM
	COMMUTER RAILROAD (a)
Baltimore, Maryland	State of Maryland Department of Transportation
Boston, Massachusetts	Massachusetts Bay Transportation Authority
Chicago, Illinois	Burlington Northern; Chicago and Northwestern Transportation Company; Chicago South Shore & South Bend Railroad; Illinois Central Gulf Railroad Company; Norfolk and Western Railway Company; Northeast Illinois Railroad Corporation
Newark, New Jersey	New Jersey Transit Corporation
New York, New York	The Long Island Rail Road Company; Metro-North Commuter Railroad Company; Staten Island Rapid Transit Operating Authority
Philadelphia, Pennsylvania	Southeastern Pennsylvania Transportation Authority
Pittsburgh, Pennsylvania	Beaver County Transit Authority; Port Authority of Allegheny County
San Francisco, California	Southern Pacific Transportation Company
Washington, District of Columbia	State of Maryland Department of Transportation
	OTHER RAIL MODES
Chattanooga, Tennessee	Chattanooga Area Regional Transportation Authority Lookout Mountain Incline (Inclined Plane)
Dubuque, Iowa	Fenelon Place Elevator (Inclined Plane)
Johnstown, Pennsylvania	Cambria County Transit Authority (Inclined Plane)
Morgantown, West Virginia	West Virginia University (Automated Guideway Transit)
New York, New York	Roosevelt Island Special Service (Aerial Tramway)
Pittsburgh, Pennsylvania	Port Authority of Allegheny County Monongahela Incline and Duquesne Heights Incline (Inclined Planes)
San Francisco, California	San Francisco Municipal Railway (Cable Car)
Seattle, Washington	Municipality of Metropolitan Seattle (Monorail) (b)

(a) Excludes commuter-type services operated by Amtrak.
(b) Monorail data included as Heavy Rail in summary data on Tables 1 through 15.

FIGURE IX (continued)

Rail, Trolley Coach, and Marine Transit Service In Operation as of November 1, 1984

CITY	TRANSIT SYSTEM
	TROLLEY COACH
Boston, Massachusetts	Massachusetts Bay Transportation Authority
Dayton, Ohio	Miami Valley Regional Transit Authority
Philadelphia, Pennsylvania	Southeastern Pennsylvania Transportation Authority
San Francisco, California	San Francisco Municipal Railway
Seattle, Washington	Municipality of Metropolitan Seattle
	PUBLICLY OWNED URBAN FERRY BOAT (a)
Boston, Massachusetts	Commonwealth of Massachusetts Executive Office of Transportation and Construction
Corpus Christi, Texas	Texas State Department of Transportation and Highways
Galveston, Texas	Texas State Department of Transportation and Highways
Nantucket, Massachusetts	Woods Hole, Martha's Vineyard and Nantucket Steamship Authority
New Orleans, Louisiana	Mississippi River Bridge Authority
New York, New York	City of New York Department of Transportation (Staten Island Ferry)
Norfolk, Virginia	Tidewater Transportation District Commission
Portland, Maine	Casco Bay Transit District
San Francisco, California	Golden Gate Bridge, Highway and Transportation District
San Juan, Puerto Rico	Metropolitan Bus Authority
Sault Sainte Marie, Michigan	Eastern Upper Peninsula Transportation Authority
Seattle, Washington	Washington State Ferries
Tacoma, Washington	Pierce County Ferry

(a) Includes non-urban ferry boat authorities receiving U.S. Government financial assistance.

Recipients of Funds: State or local public bodies and agencies making application based on discretion of UMTA and availability of funds. Specific areas or categories of expenditures may have amounts "earmarked" during the Congressional legislative process.

Eligible Expenditures: For capital projects only.

Method of Allocation: Discretionary.

Matching Ratio: Beginning FY 1984; 75% federal, 25% state and local. Prior to FY 1984; 80% federal, 20% state and local.

Source of Funds: Beginning FY 1984, the Mass Transit Account of the Highway Trust Fund. Prior to FY 1984, general revenues.

Section 5 Effective in FY 1974 provided the first federal operating assistance to transit and allocation of funds on a formula basis directly to urbanized areas.

Status: Discontinued at end of FY 1983, funds remain available for obligation through FY 1985.

Recipients of Funds: Urbanized areas; directly over 200,000 population, through state governors under 200,000 population.

Eligible Expenditures: Tiers I, II, and III, for operations or capital projects; Tier IV, for bus capital projects only.

Method of Allocation: By formula. Tiers I, II, and IV formulas are 50% urbanized area population and 50% urbanized area population density weighted by population. Total funding amounts allocated by resultant proportions for Tiers I and IV; proportions applied to different total funding amounts for urbanized areas above and below 750,000 population for Tier II. Tier III formula is one-third commuter rail train miles, one-third commuter rail route miles, one-third fixed guideway route miles.

Matching Ratio: Operating assistance; federal share up to 50% of operating expense less earned revenue, including passenger fares, to the limit of available federal funds. State and local operating assistance share must equal or exceed federal operating assistance share. Capital assistance; 80% federal, 20% state and local.

Source of Funds: General revenues.

Section 9A Provided a program to allocate capital assistance from the Mass Transit Account of the Highway Trust Fund until all the provisions of the STA Act of 1982 became effective in FY 1984.

Status: Effective in FY 1983 only, funds remain available for obligation through FY 1986.

Recipients of Funds: Urbanized areas; directly over 200,000 population, through state governors under 200,000 population.

Eligible Expenditures: For capital projects only.

Method of Allocation: By formula. Funds allocated in five categories; bus operations from 50,000 to 200,000 population, 200,000 to 1,000,000

population, and over 1,000,000 population; fixed guideway operations; and small urban and rural operations outside urbanized areas. The formula for both bus categories above 200,000 population is 50% bus revenue vehicle miles operated, 25% urbanized area population, and 25% urbanized area population density weighted by population. The formula for bus operations below 200,000 population is 50% urbanized area population and 50% urbanized area population density weighted by population. The formula for fixed guideway operations is 60% revenue vehicle miles operated and 40% route miles. Urbanized areas over 750,000 population that have commuter rail operations receive a minimum of 0.75% of total fixed guideway funding. Allocation of funds for small urban and rural areas is through Section 18 procedures.

Matching Ratio: 80% federal, 20% state and local.

Source of Funds: Mass Transit Account of the Highway Trust Fund.

Section 9 Replaced Section 5 as the program allocating operating and capital assistance on a formula basis to urbanized areas, effective FY 1984. Funding for the Section 9 program is authorized through Section 21(a) of the UMT Act of 1964, as amended, which also provides funds allocated to small urban and rural areas under the procedures of Section 18.

Status: Authorized through FY 1986.

Recipients of Funds: Urbanized areas; directly over 200,000 population, through state governors under 200,000 population.

Eligible Expenditures: For operations or capital projects by local decision up to a limit equal to a percentage of the sum of FY 1982 Section 5, Tiers I, II, and III allocation for each urbanized area. Percentage limitations are 80% for urbanized areas over 1,000,000 population; 90% for urbanized areas between 200,000 population and 1,000,000 population; and 95% for urbanized areas less than 200,000 population. Urbanized areas newly designated by the 1980 Census of Population did not receive Section 5 allocations in FY 1982 and are eligible to use up to 40% of their total Section 9 allocation for operations.

The remaining portion of each urbanized area's allocation may be used only for capital projects, except that through FY 1984 three dollars of the remainder could have been traded for two dollars additional operating assistance up to an amount where the total federal operating funding equals an urbanized area's total funding from Section 5, Tiers I, II, and III for FY 1982; or, if the urbanized area is newly designated, until the total federal operating funding equals 50% of an urbanized area's FY 1984 Section 9 allocation. This provision does not apply to FY 1985 or FY 1986 funding.

Method of Allocation: By formula. Funds are allocated for Section 9 and Section 18 in seven subsections that are equal to percentages of the total amount authorized under Section 21(a) of the STA Act of 1982. The percent of funding for each urbanized area in a subsection with a formula based on transit operating data will vary each year because of variations

Glossary of Federal Terms

Authorization: Legislation that creates the structure of a program including any formulas and guidelines for awarding funds. Authorizing legislation may set an upper limit on program spending or may be open ended as in "such sums as may be necessary." General revenue funds to be spent under an authorization must be appropriated by separate legislation.

Appropriation: Legislation that grants money from general revenues to a program that has usually been previously authorized by other legislation. The amount of money appropriated may be less than the amount authorized.

Apportionment: Approval by the Office of Management and Budget for an agency to spend funds appropriated by Congress. The public reporting of the OMB approved apportionment, detailing the amount of formula funding available to each urbanized area or designated recipient, is done by UMTA and is commonly referred to as "the apportionment."

Budget Authority: Authority to enter into obligations which will result in immediate or future outlays. The basic forms of budget authority are appropriations, authority to borrow, and contract authority.

Contract Authority: A type of budget authority that permits an agency to incur specific obligations in advance of an appropriation. Contract authority does not provide the money to pay the obligation; it must be followed by an "appropriation to liquidate" any obligations incurred.

Funding Commitment: Spending of obligated money by a grant recipient.

Grant: Money received by a non-federal agency eligible to receive federal funding under the provisions of authorizing legislation with funding provided by appropriations legislation.

Mass Transportation: Transportation by bus, or rail or other conveyance, either publicly or privately owned, which provides to the public general or special service (but not including school buses or charter or sightseeing service) on a regular or continuing basis.

Obligation: An action by an administrative agency approving the spending of money for a specific purpose to a specific grant recipient.

Outlays: Value of money actually spent in a given time period. Outlays include checks issued, interest debt accrued, and other payments. An excess of outlays compared to revenue results in a deficit.

in the transit operating data. These subsections, designated by funding type, are:

(1) Fixed guideway operations in urbanized areas over 200,000 population, basic formula, 28.15% of Section 21(a) authorization. The formula is 60% fixed guideway revenue vehicle miles operated and 40% fixed guideway route miles. Urbanized areas over 750,000 population that have commuter rail operations receive a minimum of 0.75% of this subsection.

(2) Fixed guideway operations in urbanized areas over 200,000 population, incentive formula, 1.29% of Section 21(a) authorization. The formula is the number of fixed guideway passenger miles traveled multiplied by the number of fixed guideway passenger miles traveled per dollar of operating cost. Urbanized areas over 750,000 population that have commuter railroad operations receive a minimum of 0.75% of this subsection.

(3) Bus operations in urbanized areas over 1,000,000 population, basic formula, 39.31% of Section 21(a) authorization. The formula is 50% bus revenue vehicle miles operated, 25% urbanized area population, and 25% urbanized area population density weighted by population.

(4) Bus operations in urbanized areas from 200,000 to 1,000,000 population, basic formula, 14.25% of Section 21(a) authorization. The formula is 50% bus revenue vehicle miles operated, 25% urbanized area population, and 25% urbanized area population density weighted by population.

(5) Bus operations in urbanized areas over 200,000 population, incentive formula, 5.43% of Section 21(a) authorization. The formula is the number of bus passenger miles traveled multiplied by the number of bus passenger miles traveled per dollar of operating cost.

(6) Mass transportation operations in urbanized areas less than 200,000 population, 8.64% of Section 21(a) authorization. The formula is 50% urbanized area population and 50% urbanized area population density weighted by population.

(7) Mass transportation operations outside of urbanized areas, 2.93% of Section 21(a) authorization. These allocations are made through Section 18 procedures.

Matching Ratios: Operating assistance; federal share up to 50% of operating expense less earned revenue, including passenger fares, to the limit of available federal funds. State and local operating assistance share must equal or exceed federal operating assistance share. Capital assistance; 80% federal, 20% state and local.

Source of Funds: General revenues.

Section 16(b)2 Established by the Urban Mass Transportation Act of 1970 to assure the availability of mass transportation to elderly and disabled persons.

Status: Authorized through FY 1986.

Recipients of Funds: Private non-profit corporations and associations providing mass transportation services for the elderly and disabled through state governors.

Eligible Expenditures: For capital equipment and state administrative costs.

Method of Allocation: By formula. Funds are allocated to states based on population of elderly and disabled individuals with a fixed minimum amount for each state.

Matching Ratio: 80% federal, 20% state and local.

Source of Funds: Beginning in FY 1984, the Mass Transit Account of the Highway Trust Fund. Prior to FY 1984, general revenues.

Section 18 Established by the STA Act of 1978 to allocate funds for mass transportation in small urban and rural areas outside of urbanized areas.

Status: Authorized through FY 1986.

Recipients of Funds: Mass transportation providers outside of urbanized areas through state governors.

Eligible Expenditures: For operations or capital projects.

Method of Allocation: By formula. Prior to FY 1982 funds were authorized directly in provisions of Section 18, beginning in FY 1983 funds are authorized in Section 21(a) of the UMT Act of 1964, as amended, to be allocated through Section 18 procedures. Formula is non-urbanized area population of each state.

Matching Ratio: Operating assistance; not to exceed 50% of net cost up to an amount equal to the sum of state and local operating assistance. Capital assistance; 80% federal, 20% state and local.

Source of Funds: General revenues.

Interstate Transfers Introduced in the Federal-Aid Highway Act of 1973, allows substitution of transit projects in urban areas for non-essential Interstate Highway projects.

Status: Authorized through FY 1986.

Recipients of Funds: Any eligible state or local government agency.

Eligible Expenditures: For capital projects only.

Method of Allocation: Upon application by state governor and local government agency; beginning in FY 1984, 50% of funding at the discretion of the Secretary of Transportation, 50% in accordance with cost estimates approved by Congress. Specific areas may have amounts "earmarked" during the Congressional legislative process.

Matching Ratio: From FY 1973 through FY 1978, 80% federal, 20% state and local; after FY 1978, 85% federal, 15% state and local.

Source of Funds: General revenues.

Statistical Trends of Canadian Transit Operations

TABLE 21

United States Government Capital Grant Approvals for Mass Transportation by Program*

FEDERAL FISCAL YEAR	UMT ACT SECTION 3 (a)	UMT ACT SECTION 5 (b)	URBAN SYSTEMS (c)	INTERSTATE TRANSFERS (d)	TOTAL APPROVALS
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1965-69[e]	$ 547.8	$ 0.0	$ 0.0	$ 0.0	$ 547.8
1970	132.8	0.0	0.0	0.0	132.8
1971	284.0	0.0	0.0	0.0	284.0
1972	508.6	0.0	0.0	0.0	508.6
1973	863.7	0.0	0.0	0.0	863.7
1974	870.3	0.0	34.6	51.0	955.9
1975	1,122.6	9.1	15.7	65.7	1,213.1
1976	1,339.2	32.3	23.3	553.0	1,947.9
1977	1,250.0	39.4	42.0	392.3	1,723.7
1978	1,400.0	50.1	30.4	556.4	2,036.9
1979	1,225.0	255.6	21.3	599.7	2,101.6
1980	1,655.0	431.2	25.6	675.4	2,787.1
1981	1,925.0	361.1	49.7	609.9	2,945.7
1982	1,634.5	297.9	52.6	559.2	2,544.1
1983	1,640.9	301.4	6.4	411.3	3,161.6[f]

* Net amounts, excludes cancelled and reduced projects.

(a) Urban Mass Transportation Act of 1964, as amended, Section 3 (49 USC 1602), Section 16(b)(2), and Advance Land Acquisition Loans

(b) Urban Mass Transportation Act of 1964, as amended, Section 5 (49 USC 1604)

(c) Federal-Aid Highway Act of 1973 (23 USC 142)

(d) Federal-Aid Highway Act of 1973 (23 USC 103)

(e) Five-year total.

(f) Includes $561.7 million from Urban Mass Transportation Act of 1964, as amended, Section 9A (49 USC 1607a-1) and $240.0 million from National Capital Transportation Act of 1969, as amended, Section 14 (D.C. Code 1-1441 et seq.)

Source: U.S. Department of Transportation, Urban Mass Transportation Administration.

TABLE 22

United States Government Capital Grant Approvals for Mass Transportation by Use*

FEDERAL FISCAL YEAR	BUS (a)	RAPID TRANSIT (b)	COMMUTER RAIL	OTHER (c)	TOTAL
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1965-1976[d]	$1,960.1	$ 3,370.1	$ 937.3	$186.3	$ 6,453.8
1977	483.6	1,001.1	232.0	7.0	1,723.7
1978	598.5	1,162.9	271.7	3.8	2,036.9
1979	544.6	1,318.7	232.6	5.7	2,101.6
1980	935.8	1,474.3	340.4	36.6	2,787.1
1981	994.3	1,546.1	373.5	31.8	2,945.7
1982	854.4	1,307.1	323.0	59.6	2,544.1
1983	1,138.4	1,455.5	465.4	102.3	3,161.6
Cumulative Total	$7,509.6	$12,635.9	$3,175.9	$433.2	$23,754.6

* Net amounts; excludes cancelled and reduced projects. Includes funding from Section 3, Section 5, Section 9A, and Section 16(b)(2) of the Urban Mass Transportation Act of 1964, as amended, Urban Systems and Interstate Transfers Sections of the Federal-Aid Highway Act of 1973, as amended, and funding from Section 14 of the National Capital Transportation Act of 1969, as amended.

(a) Motor bus and trolley coach.
(b) Heavy rail and light rail.
(c) Urban ferry boat, cable car, inclined plane, and automated guideway transit.
(d) Twelve-year total.

Source: U.S. Department of Transportation, Urban Mass Transportation Administration.

TABLE 23

Canadian Transit Operations: Summary Statistics

CALENDAR YEAR	NUMBER OF SYSTEMS	REVENUE PASSENGER TRIPS	TOTAL PASSENGER TRIPS	PASSENGER VEHICLE MILES	OPERATING REVENUE (a)	OPERATING EXPENSE (a)
		(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1940	33	691.7	–	116.0	$ 40.7	$ 28.8
1945	35	1,221.6	–	153.0	72.1	51.0
1950	33	1,395.7	–	248.5	85.5	75.2
1955	32	1,119.3	–	184.3	109.2	98.8
1960	34	973.2	–	184.3	133.0	116.4
1965	39	941.5	–	198.1	154.8	140.0
1970	49	979.7	1,512.7	242.0	239.5	231.1
1975	61	1,158.9	1,736.3	329.2	326.8	495.6
1976	64	1,214.0	1,815.1	352.9	402.6	607.5
1977	64	1,222.7	1,808.6	366.1	422.7	687.0
1978	65	1,218.1	1,698.5	383.6	448.8	806.5
1979	66	1,205.3	1,658.7	391.5	492.6	882.3
1980	73	1,315.4	1,781.2	426.3	581.0	1,082.5
1981	76	1,381.3	1,868.9	447.4	688.2	1,307.8
1982	74	1,355.8	1,857.8	450.0	763.6	1,482.0
1983	74	1,385.7	1,859.2	433.4	839.4	1,573.4

– Data not available NOTE: Table includes all regular service on motor bus, trolley coach, heavy rail, light rail, commuter rail, and sea-bus.
(a) Monetary data are Canadian Dollars.
Source: *Urban Transit Facts in Canada*, Canadian Urban Transit Association.

Glossary of Transit Terms

Glossary of Financial Terms

Financial terms used in the **1985 Transit Fact Book** are based on the "Urban Mass Transportation Act of 1964, as amended, Section 15, Uniform System of Accounts and Records." The following definitions of financial terms do not, however, identify specific ledger accounts from "Section 15" or any other accounting system and are not intended to serve as model definitions of financial terms in publications other than the **1985 Transit Fact Book**. Changes in financial term titles and definitions evident when comparing the **1985 Transit Fact Book** with previous editions were made in order to more closely conform to the "Section 15" accounting system.

Transit system financial data reported in the **1985 Transit Fact Book** are based on the accrual system of accounting. Unlike the cash system of accounting which records only monies actually received or monies actually paid out, the accrual system of accounting records revenues received as well as anticipated and expenses incurred as well as anticipated during the accounting period.

Revenue Terms

(Listed in order of appearance in Table 3)

Passenger Revenue
Fares, including transfer charges and zone charges, paid by transit passengers traveling aboard transit vehicles operating in regular fixed-route and special demand-response service; also known as "farebox revenue."

Other Operating Revenue
Revenue derived from provision of transit service other than regular fixed-route and special demand-response service; includes charter service revenues, special contract fares, and special route guarantees.

Total Operating Revenue
Total revenue derived from provision of transit service; the sum of "Passenger Revenue" and "Other Operating Revenue."

Net Auxiliary Operating Revenue
Net revenue from operations closely associated with provision of transit service, including station and vehicle concessions, and advertising.

Non-Operating Income
Net income from transit system facilities or operations not associated with providing transit service, including rental of vehicles and properties, investment income, and "park-and-ride" parking lot revenue.

Total Non-Operating Revenue
The sum of "Net Auxiliary Operating Revenue" and "Non-Operating Income."

State and Local Operating Assistance
Financial assistance for transit operations (not capital expenditures) which originated at the state or local government level.

Federal Operating Assistance
Financial assistance for transit operations (not capital expenditures) which originated at the federal government level.

Total Operating Assistance
The sum of "State and Local Operating Assistance" and "Federal Operating Assistance."

Total Revenue
Total receipts derived from provision of transit service plus additional monies related to provision of transit service but derived from other sources; the sum of "Total Operating Revenue," "Total Non-Operating Revenue," and "Total Operating Assistance."

Expense Function Class Terms

(Listed in order of appearance in Table 3)

Transportation Expense
Total expense of all labor, materials, fees, and rents required for operating transit passenger vehicles and passenger stations including all fuels for vehicle propulsion except electric propulsion power.

Vehicle Maintenance Expense
Total expense of all labor, materials, services, and equipment used to repair and to service transit passenger vehicles and service vehicles.

Non-Vehicle Maintenance Expense
Total expense of all labor, materials, services, and equipment used to repair and service transit system way and structures, vehicle movement control systems, fare collection equipment, communication systems, buildings and grounds, and equipment other than vehicles including expense of electric propulsion power for transit passenger vehicles.

General Administration Expense
Total expense of all labor, materials, and fees associated with general office functions, insurance, safety, legal services, and customer services.

Total Operating Expense
The sum of all transit system operating expenses: "Transportation Expense," "Vehicle Maintenance Expense," "Non-Vehicle Maintenance Expense," and "General Administration Expense."

Depreciation and Amortization

Total decline in value of transit system assets incurred through use of tangible property (depreciation) and intangible property (amortization). Because property is depreciated or amortized on a formula basis over several years, the amount recorded as depreciation or amortization normally does not represent the actual money spent for property in any specific time period.

Many publicly owned transit systems receive financial assistance for the purchase of property (capital assistance). Although the property purchased with capital assistance might be depreciated or amortized and thus reported as an "expense" in the **Transit Fact Book**, any financial assistance received for the purchase of property is not included in "revenue" or "operating assistance" amounts in the **Transit Fact Book**.

Other Reconciling Items

All transit system expenses in addition to "Total Operating Expense" and "Depreciation and Amortization" including interest expenses and leases and rentals.

Total Expense

Total expenditures related to provision of transit service; the sum of "Total Operating Expense," "Depreciation and Amortization," and "Other Reconciling Items."

Expense Object Class Terms

(Listed in order of appearance in Figure IV)

Salaries and Wages

All pay and paid monetary allowances, including overtime, paid to transit employees for performance of specific pieces of work.

Fringe Benefits

All compensation in the form of payments or accruals made to transit employees not for performance of a specific piece of work including sick pay, holiday pay, vacation pay, pension plans, life insurance, health insurance, unemployment insurance, social security, workmen's compensation, and other allowances.

Services

Expense for labor or other work provided by outside organizations for a fee.

Fuel and Lubricants

Expense for gasoline, diesel fuel, and vehicle lubricants.

Tires and Tubes

Expense for tires and tubes including lease payments.

Other Materials and Supplies
Expense for materials and supplies other than "Fuel and Lubricants" and "Tires and Tubes."

Utilities
Expense for utilities including electric, gas, water, and telephone service, and propulsion power for electric transit vehicles.

Casualty and Liability Costs
Expense for protection of transit system from loss through insurance programs or for compensation of others for losses due to acts for which the transit system is liable.

Other
Expenses not identified in the eight object categories defined above including taxes, purchased transportation service, expense transfers, and miscellaneous expenses.

Glossary of Non-Financial Terms

Definitions of non-financial terms in the 1985 Transit Fact Book conform to general usage in transit. Specific terms, however, may vary in meaning when used in other publications or contexts. Definitions used in describing United States Government programs appear on Page 62, "Glossary of Federal Terms."

Active Service Transit Passenger Vehicles
Transit passenger vehicles licensed, where required, and maintained for regular use, including spares and vehicles out of service for maintenance purposes but excluding vehicles in "dead" storage, leased to other operators, in energy contingency reserve status, or permanently not usable for transit service.

Adult Cash Fare (Base Period)
Basic full fare paid by one person for one transit ride; excludes transfer charges, zone charges, express service charges, peak period surcharges, and reduced fares.

Aerial Tramway
System of aerial cables with suspended unpowered passenger vehicles propelled by separate cables attached to the vehicle suspension system and powered by engines or motors at a central location not on board the vehicle.

Average Fare (Revenue) per Unlinked Transit Passenger Trip
"Passenger Revenue" divided by "Unlinked Transit Passenger Trips."

Average Length of Unlinked Transit Passenger Trip
"Passenger Miles" divided by "Unlinked Transit Passenger Trips."

TABLE 24

Canadian Transit Operations: Passenger Vehicles Owned and Leased

CALENDAR YEAR	RAILWAY CARS			TROLLEY COACHES	MOTOR BUSES	TOTAL PASSENGER VEHICLES
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL			
1940	3,060	0	–	13	821	3,894
1945	3,009	0	–	60	1,582	4,651
1950	2,647	0	–	926	3,933	7,506
1955	1,687	102	–	1,137	3,215	6,141
1960	870	134	–	1,185	4,470	6,659
1965	738	334	–	1,110	5,224	7,406
1970	439	703	–	782	5,913	7,837
1975	388	826	–	664	8,160	10,038
1976	360	851	–	608	8,326	10,145
1977	356	1,005	–	588	8,828	10,777
1978	363	1,325	–	549	9,049	11,286
1979	375	1,377	–	559	9,554	11,865
1980	418	1,425	202	539	10,013	12,597
1981	485	1,427	203	540	10,231	12,886
1982	415	1,437	201	649	10,500	13,202
1983	392	1,435	184	649	10,398	13,058

– Data not available

NOTE: Data for regular transit service only.

Source: *Urban Transit Facts in Canada*, Canadian Urban Transit Association.

TABLE 25

Canadian Transit Operations: New Passenger Vehicle Purchases

CALENDAR YEAR	RAILWAY CARS			TROLLEY COACHES	MOTOR BUSES				TOTAL VEHICLES PURCHASED
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL		29 SEATS OR FEWER	30-39 SEATS	40 SEATS OR MORE	TOTAL BUSES	
1955-59[a]	0	32	–	38	13	511	1,385	1,909	1,979
1960-64[a]	0	36	–	8	12	136	686	834	878
1965-69[a]	0	533	–	0	10	138	1,785	1,933	2,466
1970-74[a]	0	82	–	45	134	103	2,255	2,492	2,619
1975	0	0	–	27	24	61	920	1,005	1,032
1976	0	21	–	21	26	19	701	746	788
1977	0	154	–	0	9	3	814	826	980
1978	20	320	–	16	9	55	543	607	963
1979	11	52	–	0	3	27	620	650	713
1980	75	14	–	5	18	51	702	771	865
1981	126	2	–	1	0	79	478	557	686
1982	8	10	–	120	1	95	717	813	951
1983	44	0	71	224	9	31	429	469	808

– Data not available

NOTE: Data for regular transit service only.

(a) Five-year total.

Source: *Urban Transit Facts in Canada*, Canadian Urban Transit Association.

TABLE 26

Canadian Transit Operations: Fares

CALENDAR YEAR	AVERAGE REVENUE PER REVENUE PASSENGER TRIP (a)	ADULT CASH FARE (BASE PERIOD) (a)		
		HIGH	LOW	MEAN
1940	5.9¢	10¢	5¢	7.5¢
1945	5.9	10	5	8.6
1950	6.1	13	5	9.2
1955	9.8	15	10	11.0
1960	13.7	20	10	14.6
1965	16.4	25	15	–
1970	24.5	35	15	–
1975	28.2	50	15	29.3
1976	33.2	50	20	32.2
1977	34.6	50	25	35.1
1978	36.8	60	25	39.2
1979	40.9	60	25	42.9
1980	44.2	65	30	47.3
1981	49.8	75	35	53.0
1982	56.3	85	40	62.1
1983	60.6	100	40	69.0

– Data not available

NOTE: Data for regular transit service only.

(a) Monetary data are Canadian dollars.

Source: *Urban Transit Facts in Canada*, Canadian Urban Transit Association.

TABLE 27

Canadian Transit Operations: Employees

CALENDAR YEAR	NUMBER OF EMPLOYEES					
	VEHICLE OPERATORS	INSPECTORS	MAINTENANCE		ADMINISTRATIVE AND OTHER	TOTAL EMPLOYEES
			VEHICLE	PLANT		
1950	–	–	–	–	–	18,471
1955	–	–	–	–	–	19,699
1960	–	–	–	–	–	17,963
1965	–	–	–	–	–	18,057
1970	–	–	–	–	–	20,023
1975	16,152	–	7,054		3,993	27,199
1976	17,061	–	6,393		4,674	28,128
1977	16,983	687	7,060		4,243	28,973
1978	17,260	788	6,540		5,353	29,941
1979	17,546	873	7,559		4,297	30,275
1980	18,700	989	5,567	2,071	5,504	32,831
1981	19,675	951	6,071	2,559	5,493	34,749
1982	19,695	998	5,576	2,303	6,680	35,252
1983	19,341	918	3,799	4,490	6,224	34,772

– Data not available

NOTE: Data for regular transit service only.

Source: *Urban Transit Facts in Canada*, Canadian Urban Transit Association.

Automated Guideway Transit
Fixed-guideway transit vehicles operating without vehicle operators or other crewpersons on board the vehicle.

Cable Car
A type of transit vehicle railway operating in mixed street traffic with unpowered, individually-controlled transit vehicles propelled by moving cables located below the street surface and powered by engines or motors at a central location not on board the vehicle.

Commuter Railroad
Those portions of "main-line railroad" (not "electric railway") transportation operations which encompass urban passenger train service for local travel between a central city and adjacent suburbs; commuter railroad service—using both locomotive-hauled and self-propelled railroad passenger cars—is characterized by multi-trip tickets, specific station-to-station fares, railroad employment practices, and usually only one or two stations in the central business district. Also known as "suburban railroad."

Demand-Response Service
A type of non-fixed-route bus or van service characterized by passengers boarding and alighting at any location within the transit provider's service area. Vehicles pick up and discharge passengers at times requested by the passengers by prior arrangement, either by telephone for "dial-a-ride" service, or other prescheduling arrangements.

Downtown People Mover
A type of automated guideway transit operating on a loop or shuttle route within the central business district of a city.

Express Bus Service
Scheduled, fixed-route bus service where a portion of the route is operated without stops or with a limited number of stops to pick up and discharge passengers.

Ferry Boat
Passenger-carrying marine vessel providing frequent "bridge" service over a fixed route and on a published time schedule between two or more points.

Fixed-Route Transit Service
Transit service provided on a repetitive, scheduled basis along a specific route with transit vehicles stopping to pick up and discharge passengers at the same locations each time they traverse the route.

Heavy Rail
A type of transit vehicle railway with the capacity for a "heavy volume" of traffic and characterized by exclusive rights-of-way, multi-car trains, high speed and rapid acceleration, sophisticated signaling, and high

platform loading. Also known as "subway," "elevated (railway)," or "metropolitan railway (metro)."

Inclined Plane
A type of transit passenger vehicle railway operating over exclusive right-of-way on steep grades with unpowered vehicles propelled by moving cables attached to the vehicles and powered by engines or motors at a central location not on board the vehicle.

Light Rail
A type of electric transit vehicle railway with a "light volume" traffic capacity compared to "Heavy Rail." Light rail may be on exclusive or shared rights-of-way, high or low platform loading, multi-car trains or single cars, automated or manually operated. In generic usage light rail includes "streetcars," "trolley cars," and "tramways," in specific usage light rail refers to very modern and more sophisticated developments of these older rail modes.

Major Rehabilitation of Transit Passenger Vehicle
Major rebuilding of a transit passenger vehicle for the purpose of preserving its useful service life.

Metropolitan Railway
See "Heavy Rail."

Mode of Transit Service
Transit service provided by a single type of transit vehicle operated in a particular format of service. Generic modes include motor bus, heavy rail, light rail, commuter rail, cable car, ferry boat, and other modes distinguished by vehicle type. Modes further defined by format of service include fixed-route bus, demand-response bus, and subscription bus among many possible service format alternatives.

Monorail
A type of transit vehicle railway with a guideway formed by a single beam or rail which an electrically powered transit vehicle or train of vehicles either straddles or is suspended from.

Motor Bus
Rubber tired, self-propelled, manually steered transit vehicle with fuel supply carried on board the vehicle. Motor bus types include:

Advanced Design Bus: A type of transit bus, introduced in the mid-1970's and incorporating new styling and design features compared to previous transit buses.

Articulated Bus: A type of transit bus from 55 feet to 60 feet in length with two connected passenger compartments able to bend at their connecting point when the bus negotiates a corner.

Double Deck Bus: A type of transit bus with two separate passenger compartments, one above the other.

Intercity Bus: A standard-size bus equipped with front doors only, high backed seats, luggage compartments separate from the passenger compartment, and usually with restroom facilities, for high-speed long-distance service.

Medium Size Bus: Any bus from 29 feet to 34 feet in length.

New Look Bus: A type of transit bus characterized by the predominant styling and mechanical equipment common to transit buses manufactured between 1959 and 1978.

Sightseeing Bus: A bus of any type adapted for sightseeing use, usually with expanded window areas.

Small Bus: Any bus 28 feet or less in length.

Standard-Size Bus: Any bus from 35 feet to 41 feet in length.

Suburban Bus: A bus similar to a transit bus except equipped with front doors only and normally with high-backed seats for use in longer-distance service with relatively fewer stops.

Transit Bus: A bus designed for frequent-stop service with front and center doors, normally with a rear-mounted diesel engine, low-back seating, and without luggage storage compartments or restroom facilities.

Van: A small vehicle, usually 20 feet or shorter in length, usually with an automotive-type engine and limited seating normally entered directly through side or rear doors of the vehicle rather than from a central aisle, used for door-to-door and other specialized transit service.

Multi-Mode Transit System
A transit system operating more than one mode of transit service.

Passenger Miles
The number of person-miles traveled by all passengers riding transit vehicles; one person traveling one mile aboard a transit vehicle is one passenger mile.

Passenger Vehicle Miles Operated
Sum of all miles operated in regular service, special service, and non-revenue service by transit vehicles that carry passengers. When vehicles are operated in trains, each vehicle is counted separately, e.g., an eight-vehicle train operating for one mile equals eight vehicle miles.

Peak Period Surcharge
An extra fee in addition to the basic cash fare required during peak periods (rush hours).

Publicly Owned Transit System
A transit system owned by any municipality, county, regional authority, state, or other governmental agency including a transit system operated or managed by a private management firm under contract to the government agency owner.

Rapid Transit
Transit vehicles operating over completely grade-separated exclusive right-of-way. The term rail rapid transit, also known as "rapid rail transit," applies to both operation of light rail vehicles over exclusive right-of-way and operation of heavy rail vehicles; the term bus rapid transit applies to operation of motor buses over exclusive bus roads ("rapid busways").

Revenue Passenger Trips (Revenue Passengers)
Single-vehicle transit rides by initial-board (first-ride) transit passengers only; excludes all transfer rides and all non-revenue rides.

Single-Vehicle Transit Ride
One person traveling aboard one transit vehicle.

Special Service
All transit service other than fixed-route service. Some types of special services are: variable-route service where a passenger boarding a vehicle can select any discharge point in a service area; demand-response service (also known as dial-a-ride) where a passenger can board and alight at any point in a service area; charter service; subscription service where a group of passengers are carried between the same locations on a repetitive basis; and brokerage service where a transit system or other agency organizes vanpool-type service.

Streetcar
A type of electric transit vehicle railway operated in mixed traffic on streets, usually single cars, manually operated, with boarding from street level rather than platforms. Also known as "trolley car" or "tramway," included as a type of "light rail" in generic usage.

Total Labor Costs
Sum of "Salaries and Wages" and "Fringe Benefit Costs," see Glossary of Financial Terms.

Total Passenger Rides (Total Passengers)
Combined total of all single-vehicle transit rides by (1) initial-board (first-ride) revenue passengers, (2) transfer passengers on second and successive rides, and (3) non-revenue passengers entitled to transportation without charge.

Tramway
See "Light Rail" and "Streetcar."

Transfer Charge
An extra fee in addition to the basic cash fare charged for purchase of a transfer for boarding another transit vehicle to continue a trip.

Transit Passenger Vehicle
Any vehicle used to carry passengers in transit service.

Transit System
Organizations providing any type of intraurban or rural intracommunity multiple-occupancy-vehicle passenger service, including fixed-route service, variable-route service, and unscheduled service, provided for use by the general public or groups of the general public. As used in the **Transit Fact Book**, for data aggregation purposes only, transit systems are limited to organizations providing intraurban passenger service to the general public over at least one regular fixed route with a published time schedule; organizations providing only variable route or unscheduled service are not included in Summary Data Tables in the **Transit Fact Book**.

Trolley Coach
Rubber-tired transit vehicle, manually steered, propelled by an electric motor drawing current— normally through overhead wires— from a central power source not on board the vehicle.

Unlinked Transit Passenger Trips
Transit trips taken by both initial-board (originating) and transfer (continuing) transit passengers; includes charter rides and special rides. Each passenger is counted each time that person boards a transit vehicle regardless of the type of fare paid or transfer presented.

Urban Ferry Boat
Any ferry boat operation with one or more terminals within an urbanized area.

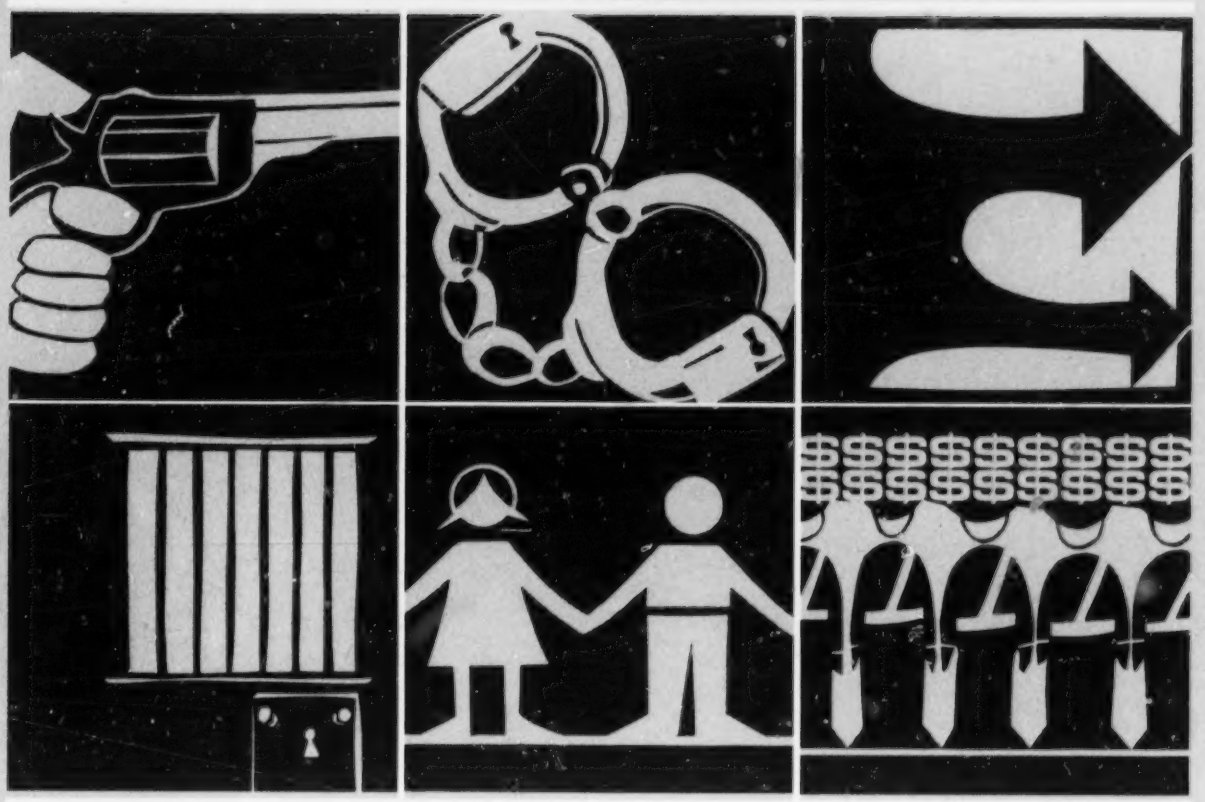
Urbanized Area
An area delimited by the United States Bureau of the Census consisting of a central city of 50,000 inhabitants or more or two cities having contiguous boundaries and constituting, for general social and economic purposes, a single community with a population of at least 50,000, plus surrounding closely settled territory but excluding the rural portion of extended cities.

Urban Place
An area delimited by the United States Bureau of the Census consisting of incorporated political units or closely settled population centers without corporate limits not within the boundaries of an urbanized area.

Wheelchair Accessible Transit Passenger Vehicle
A transit passenger vehicle equipped with a lift, ramp, or other boarding and safety devices required to allow a person in a wheelchair to use the vehicle. For high platform boarding rail cars, wheelchair accessibility might require elevators or ramps in stations rather than lifts or ramps on the cars.

Zone Fare Charge
An extra fee in addition to the basic cash fare charged when a passenger crosses a predetermined boundary.

CRIME AND DELINQUENCY IN CALIFORNIA, 1984



John K. Van de Kamp, Attorney General

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CRIME AND DELINQUENCY IN CALIFORNIA, 1984

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a message from the Attorney General . . .

Since 1952, this Department has published information on crime and delinquency in California. These reports have been possible because of the cooperation and quality of reporting by California's criminal justice agencies.

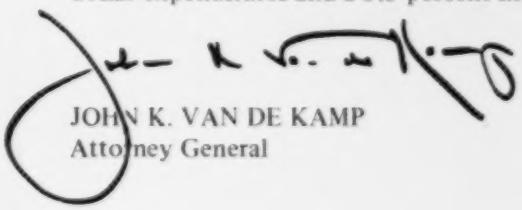
This year's *Crime and Delinquency in California* reveals the continuing downward trend in the crime rate, down 3.3 percent from 1983. Burglary, which accounts for more than half of the California Crime Index, showed the largest decrease of all crimes reported (5.3 percent). The volume of this offense strongly influences the Crime Index rate. However, two offenses, willful homicide and aggravated assault, went against the overall trend and registered slight increases (1.0 and 1.7 percent, respectively).

In March of this year, my office and the University of California, Los Angeles, sponsored Crime Conference 85, which explored the issue of declining crime rates. In attendance were the most prominent criminologists in the United States. In general, the group concluded that, despite the short-term downtrend, crime is still intolerably high; is currently measured in too narrow a fashion; and despite the apparent impact of incapacitation and decline in the crime-prone youth population, the 90s could produce increasing crime rates due to the "echo" boom, i.e., an increase in the teenage population, the sons and daughters of the "baby-boomers." The conference revealed the divergent views on the issue of crime and its deterrence and provided a number of areas worthy of further examination and focus.

Generally, arrests have been stable over the past years, with one notable exception, drug law violation arrests. To a great extent, this increase in arrests for drug law violations is a result of the combined efforts of local, state, and federal law enforcement agencies directed against drug producers and sellers.

Of the dispositions reported in 1984 for adult felony arrestees, 57.2 percent were convictions. Although this is a slight increase over the previous year, the conviction rate has remained relatively stable over the years the data have been collected. Burglary had the highest conviction rate and drug law violations had the lowest conviction rate of the eight major felony arrest offenses.

This year, with reference to criminal justice agency "actual" expenditures, we looked at inflation-adjusted expenditures. From Fiscal Year 1982/83 to 1983/84, there was a 9.8 percent increase in dollar expenditures and a 3.3 percent increase in inflation-adjusted expenditures.



JOHN K. VAN DE KAMP
Attorney General

The role of the Bureau of Criminal Statistics is:

- To collect, analyze, and report statistical data which provide valid measures of crime and the criminal justice process;
- To examine these data on an ongoing basis to better describe crime and the criminal justice system;
- To promote the responsible presentation and use of crime statistics.

CRIME AND DELINQUENCY IN CALIFORNIA, 1984

BUREAU OF CRIMINAL STATISTICS AND SPECIAL SERVICES
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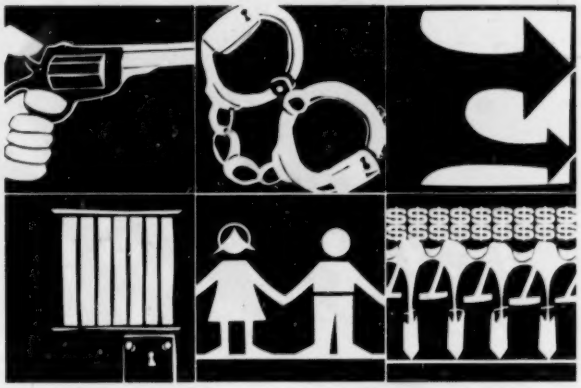

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INTRODUCTION

Crime and Delinquency in California is an annual publication of the Bureau of Criminal Statistics mandated by Penal Code Sections 13010 and 13012. It is a descriptive report containing information on the nature and extent of crime and delinquency in California and describes the manner in which criminal justice is administered in the state.

The information presented in this report is based largely upon data compiled from reports submitted to the Bureau on a regular basis by state and local criminal justice agencies. The major sections of the report are:

- **Crimes**
- **Arrests**
- **Adult Felony Arrest Dispositions**
- **Adult Corrections**
- **Juvenile Justice System**
- **Criminal Justice Agency Expenditures and Personnel**
- **Citizens' Complaints Against Peace Officers**

This logo, which appears in the report, will alert the reader to featured analyses or items of special interest.

The Appendix contains a glossary of criminal justice terms, known data limitations, and arrest offense codes.

In addition to this report, the Criminal Justice Profile series, a supplement to this publication, is published annually in late October. Individual reports are prepared for the state and each of the 58 counties. They contain ten-year trend data for the state and individual counties as well as annual county and jurisdictional data for the report year. Criminal justice data collected by the Bureau not provided in either this report or the Profile series may be obtained on a special request basis by contacting the Bureau of Criminal Statistics and Special Services, Special Requests Section, P. O. Box 13427, Sacramento, CA 95813.

HIGHLIGHTS

Crimes

From 1983 to 1984,

- The California Crime Index offenses decreased 3.3 percent in rate per 100,000 population. This is the fourth consecutive year that the crime rate has decreased.
- Violent crimes decreased 1.2 percent in rate.
- Willful homicide and aggravated assault were the only crimes to show an increase, 1.0 and 1.7 percent, respectively.
- Property crimes decreased 4.0 percent in rate.
- Burglary crimes had the largest decrease, 5.3 percent.

Arrests

From 1983 to 1984,

- Total arrests increased .6 percent in rate per 100,000 population. The arrest rate has remained relatively stable since 1981.
- Felony arrests increased 1.7 percent in rate.
- Misdemeanor arrests showed no change in rate.
- Juvenile status offense arrests increased 20.3 percent in rate, the first increase since 1974.

Adult Felony Arrest Dispositions

In 1984,

Of 210,398 adult felony arrest dispositions reported:

- Releases accounted for 26.5 percent.
- Dismissals and acquittals accounted for 16.4 percent.
- Convictions accounted for 57.2 percent.

Adult Corrections

From 1983 to 1984,

- The total number of adults under supervision increased 12.4 percent.
- The number of adults under state supervision increased 14.3 percent.
- The number of adults under local supervision increased 11.9 percent.

Juvenile Justice System

From 1983 to 1984,

- The number of new referrals to probation departments decreased 2.9 percent. There has been a decrease each year since 1979.
- The number of juveniles on caseload status increased 6.2 percent.
- The number of juveniles in county probation detention facilities increased 9.4 percent.

Criminal Justice Agency Expenditures and Personnel

From 1983 to 1984,

- Total criminal justice agency "actual" expenditures reported increased 9.8 percent, while the inflation-adjusted expenditures increased 3.3 percent.
- Expenditures by state and local correctional agencies increased 12.2 percent.
- Total criminal justice agency authorized full-time personnel reported increased 3.2 percent.
- State and local correctional agency personnel increased 5.1 percent.

CRIMES

WHAT IS A CRIME?

A crime is an act specifically prohibited by law, or failure to perform an act specifically required by law, for which punishment is prescribed.

- **Felonies** are serious crimes punishable by death or by imprisonment in state prison.
- **Misdemeanors** are less serious crimes punishable by imprisonment in county jail and/or fine.
- **Infractions** are the least serious crimes and are usually punishable by a fine.

HOW ARE CRIMES COUNTED?

All crimes are not counted on a nationwide, or in California on a statewide, scale. Instead, there are two methods used as *indicators* of the scope and fluctuations in crime.

Victimization Studies have been conducted regularly by the Federal Government since 1972. The method is similar to public polling, in which a representative sample of households and commercial organizations is selected and their occupants interviewed to determine the crimes which have been committed against them and/or their premises. The amount of crime is determined by the responses of the representative sample being expressed in percentages of the entire population.

The **Uniform Crime Reporting (UCR) Program** was inaugurated 50 years ago and is administered on the national level by the Federal Bureau of Investigation (FBI). It provides criminal statistics for use in law enforcement administration, operation, and management. In California, this program is administered by the Bureau of Criminal Statistics (BCS).

As part of this program, law enforcement agencies throughout the state report information to BCS on "selected" offenses. Offenses reported are classified by UCR definitions designed to eliminate differences among various states in penal code definitions of crimes. This information is processed and forwarded to the FBI for use in its annual publication, *Crime in the United States*.

The offenses, selected because of their seriousness, frequency of occurrence, and likelihood of being reported to the police are: willful homicide, forcible rape, robbery, aggravated assault, burglary, larceny-theft, motor vehicle theft, and arson. Except for larceny-theft, UCR does not count misdemeanors and infractions.

BCS differs slightly from the FBI in presentation of crime data. The **California Crime Index** (CCI) is comprised of willful homicide, forcible rape, robbery, aggravated assault, burglary, and motor vehicle theft. These crimes are all felony offenses. When a 1983 law raised the lower limit of felony theft from $200 to over $400, BCS dropped theft ($200 and over) from its measure of crime. Arson data have been collected only since 1980. Therefore, to maintain felony trend data in the CCI, only six offenses are included.

A national evaluation to determine what, if any, changes should be made to the UCR system was started in 1982. The first phase of the evaluation examined both the original UCR program as implemented in 1930 by the Committee on Uniform Crime Records of the International Association of Chiefs of Police (IACP), and the current program. The second phase of the study examined alternative potential enhancements to the system. The U.S. Department of Justice will release the results of the second phase in the latter part of 1985 in a report titled "Blueprint for the Future of the Uniform Crime Reporting Program."

WHAT IS A CRIME RATE?

Crime rates describe the number of events reported to the police per 100,000 population. In effect, the number of crimes is divided by the total population. For instance, in 1984 there were 84,015 robberies in California and the population was 25,622,000, equalling a robbery crime rate per 100,000 population of 327.9.

$$\frac{84{,}015}{25{,}622{,}000} = .003279 \times 100{,}000 = 327.9$$

BCS Crime Index charts pertaining to each crime or group of crimes were developed from information provided in Table 1 (page 104).

For any given BCS Crime Index chart, the index number above each bar represents the crime rate for the year indicated in terms of its relationship to the 1974 crime rate, set at 100. The reason for selection of 1974 as the base year was that it was the earliest year in which data were available in a consistent format.

Percent changes shown on index charts were calculated from rates per 100,000 population. Because of rounding, percentages may differ slightly if calculated from index numbers.

WHAT ARE THE UCR LIMITATIONS?

The UCR Program does not account for all crimes. For example, not all crimes reported to the police are counted in the UCR system and some crimes are not reported to the police: for instance, narcotic sales and prostitution. Some Index crimes go undetected and therefore unreported. Another reason for underreporting of serious crime is the hierarchy rule.

Most offenses occur singly as opposed to many crimes being committed simultaneously. However, if several offenses are committed at the same time, only one is reported through UCR. For example, if a person were to enter a bar, rob eight patrons, and kill the bartender, only the homicide would be reported.

The **hierarchy rule** assigns a value to each of the crimes and requires that only the single most serious offense be reported. Arson is the exception. Since arson frequently occurs in conjunction with other crimes reported in the UCR system, it was felt that valuable information would be lost using the hierarchy rule.

The UCR system collects information in summary form which shows one count for each offense reported. No distinction can be made as to the range of seriousness that can be present in most offenses.

Given these qualifications, what is the value of the UCR Program? Since its conception in 1930, UCR has become virtually nationwide. All California law enforcement agencies report UCR data. Quality control surveys conducted by BCS staff, since the mid-1970s, have shown a high level of compliance with UCR reporting standards. The number of participants and the amount of data collected under the stringent rules of the system make it a prime indicator of the amount and fluctuation in serious crime.

CRIMES

CAN JURISDICTIONAL COMPARISONS BE MADE WITH UCR DATA?

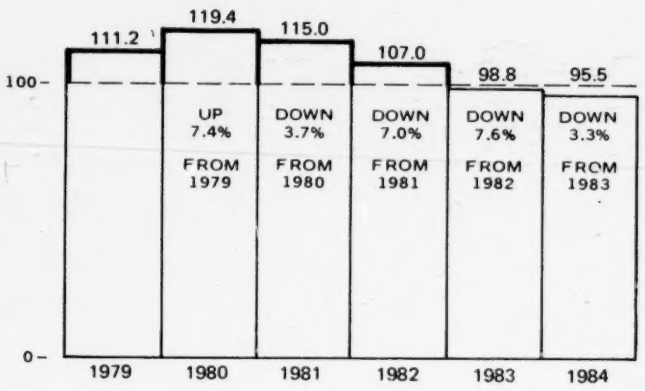
UCR data are collected nationwide in a manner that standardizes the definitions of offenses. However, a number of factors can influence crime counts in particular jurisdictions. These factors should be considered when using UCR crime statistics, especially for comparison purposes.

- Variations in composition of the population, particularly age structure.
- Population density and size of locality and its surrounding area.
- Stability of population with respect to residents' mobility and transient factors.
- Economic conditions, including job availability.
- Cultural conditions, such as education, recreation, and religious characteristics.
- Climate.
- Effective strength of law enforcement agencies.
- Administrative and investigative emphases of law enforcement.
- Policies of other components of the criminal justice system (i.e., prosecutorial, judicial, correctional, and probational).
- Attitudes of citizenry toward crime.
- Crime-reporting practices of citizenry.

WHAT IT ALL MEANS

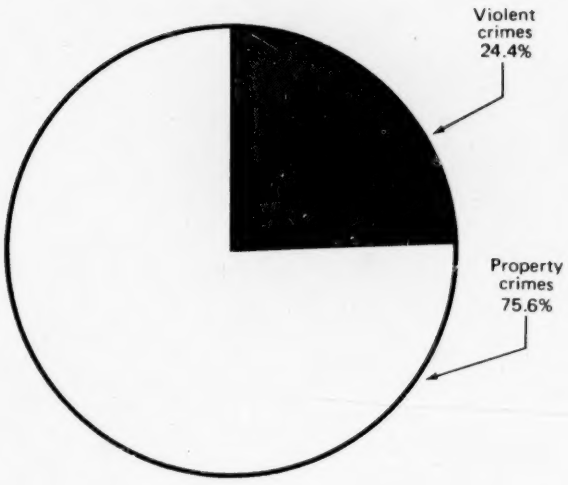
It means crime is not an easy thing to measure. In California, however, due to the high quality of its police agencies and their close cooperation with the State Department of Justice, the UCR is, and has been for many years, an extremely good *indicator* of the amount and fluctuation in crimes reported to the police.

CALIFORNIA CRIME INDEX, 1979–1984
BCS Crime Index (1974=100)



Source: Table 1.

CALIFORNIA CRIME INDEX, 1984
By Category



Source: Table 2.

CALIFORNIA CRIME INDEX, 1979–1984

The California Crime Index (CCI) is comprised of willful homicide, forcible rape, robbery, aggravated assault, burglary, and motor vehicle theft.

From 1983 to 1984:

- California Crime Index offenses reported decreased 3.3 percent in rate per 100,000 population.

From 1979 to 1984:

- The California Crime Index decreased 14.1 percent in rate.

In 1984,

Of 800,615 California Crime Index offenses reported:

- Violent crimes accounted for 24.4 percent (195,650).
- Property crimes accounted for 75.6 percent (604,965).

This is the fourth consecutive year that the crime rate has decreased.

CRIMES

VIOLENT CRIMES, 1979–1984

Violent crimes are willful homicide, forcible rape, robbery, and aggravated assault.

From 1983 to 1984:

- Violent crimes reported decreased 1.2 percent in rate.

From 1979 to 1984:

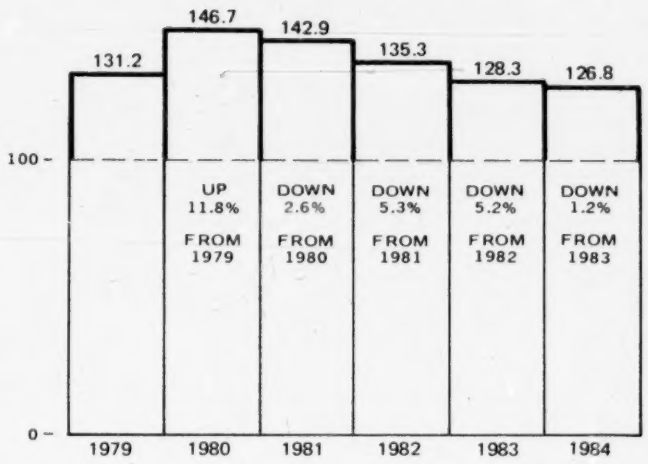
- The violent crime rate decreased 3.3 percent.

In 1984,

Of 195,650 violent crimes reported:

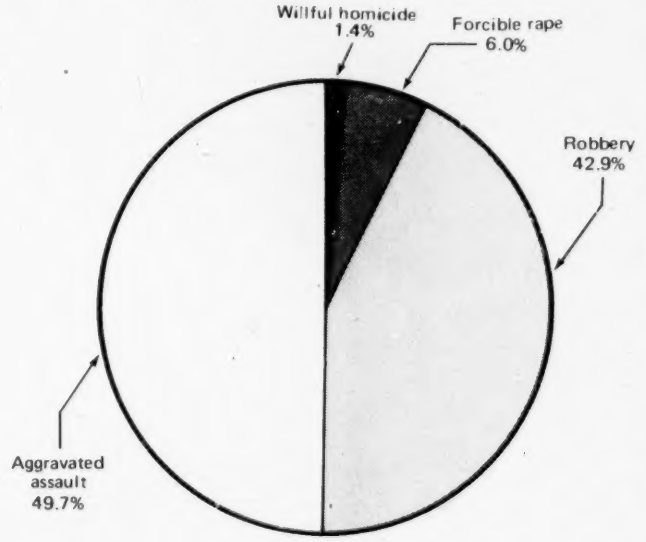
- Willful homicide accounted for 1.4 percent (2,724).
- Forcible rape accounted for 6.0 percent (11,702).
- Robbery accounted for 42.9 percent (84,015).
- Aggravated assault accounted for 49.7 percent (97,209).

VIOLENT CRIMES, 1979–1984
BCS Crime Index (1974=100)



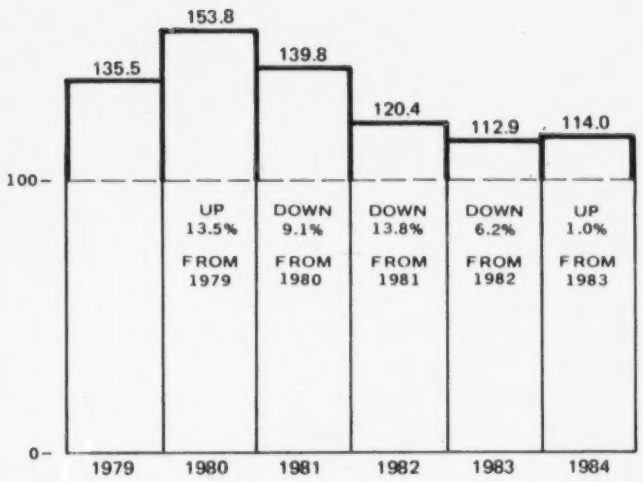
Source: Table 1.

VIOLENT CRIMES, 1984
By Offense



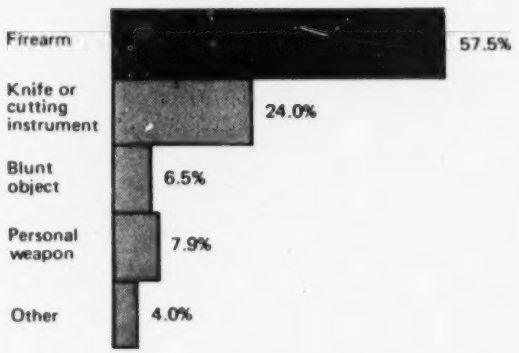
Source: Table 2.

WILLFUL HOMICIDE CRIMES, 1979–1984
BCS Crime Index (1974=100)



Source: Table 1.

WILLFUL HOMICIDE CRIMES, 1984
Known Type of Weapon Used



Note: Percents may not add to 100.0 because of rounding.
Source: Table 3.

WILLFUL HOMICIDE, 1979–1984

Willful Homicide – *The willful (nonnegligent) killing of one human being by another.*

From 1983 to 1984:

- The rate of willful homicides reported increased 1.0 percent.

From 1979 to 1984:

- Willful homicides decreased 15.9 percent in rate.

In 1984,

Of 2,724 willful homicides reported, the type of weapon used was known in 2,707 cases (99.4 percent). Of these:

- Firearms accounted for 57.5 percent (1,557).
- Knives or cutting instruments accounted for 24.0 percent (651).
- Other weapons such as blunt objects, personal weapons (hands, fists, feet), and "other" accounted for 18.4 percent (499).

The willful homicide rate appears to have stabilized since 1982 (up 1.0 percent in 1984).

CRIMES

HOMICIDES INVOLVING PEACE OFFICERS, 1975–1984

Because of the relatively small numbers of both peace officers killed in the line of duty and justifiable homicides by peace officers each year, annual percent changes are unreliable for detecting meaningful trends. Consequently, these data have been analyzed over a ten-year period.

Peace officers killed in the line of duty

From 1983 to 1984:

- The number of peace officers killed decreased from 9 to 6.

From 1975–1979 to 1980–1984:

- There was a 34.5 percent decrease in the number of peace officers killed in the past five years compared to those killed in the previous five years (36 and 55, respectively).

Justifiable homicides by peace officers

From 1983 to 1984:

- The number of justifiable homicides by peace officers decreased from 78 to 64.

From 1975–1979 to 1980–1984:

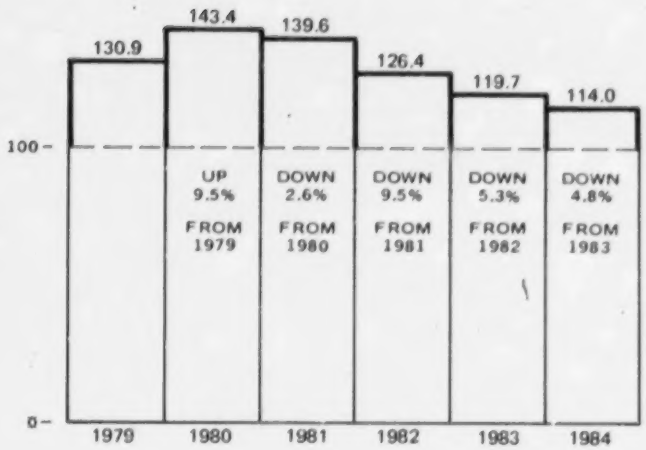
- There was a 20.1 percent decrease in the number of justifiable homicides by peace officers in the past five years compared to those in the previous five years (373 and 467, respectively).

Peace officers killed and justifiable homicides by peace officers both registered large decreases during the last five years compared to the previous five-year period (34.5 and 20.1 percent, respectively).

TABLE A
HOMICIDES INVOLVING PEACE OFFICERS, 1975–1984

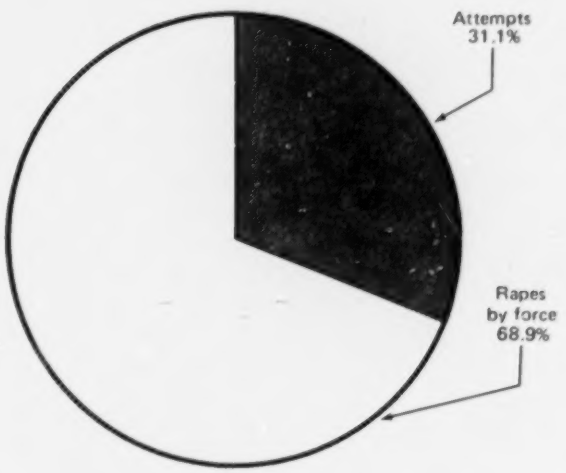
Year	Peace officers killed	Killed by peace officers in line of duty
TOTAL	91	840
Total	36	373
1984	**6**	**64**
1983	9	78
1982	6	71
1981	8	68
1980	7	92
Total	55	467
1979	12	102
1978	12	87
1977	13	97
1976	6	94
1975	12	87

FORCIBLE RAPE CRIMES, 1979–1984
BCS Crime Index (1974=100)



Source: Table 1.

FORCIBLE RAPE CRIMES, 1984
Rapes by Force and Attempts



Source: Table 4.

FORCIBLE RAPE, 1979–1984

Forcible rape – *The carnal knowledge of a female forcibly and against her will. Assaults or attempts to commit rape by force or threat of force are included.*

From 1983 to 1984:

- The rate of forcible rapes reported decreased 4.8 percent.

From 1979 to 1984:

- Forcible rapes decreased 13.0 percent in rate.

In 1984,

Of 11,702 forcible rapes reported:

- Rapes by force accounted for 68.9 percent (8,067).
- Attempts to commit forcible rape accounted for 31.1 percent (3,635).

CRIMES

ROBBERY, 1979–1984

Robbery – *The taking or attempting to take anything of value from the care, custody, or control of a person or persons by force or threat of force or violence and/or by putting the victim in fear.*

From 1983 to 1984:

- The rate of robberies reported decreased 3.8 percent.

From 1979 to 1984:

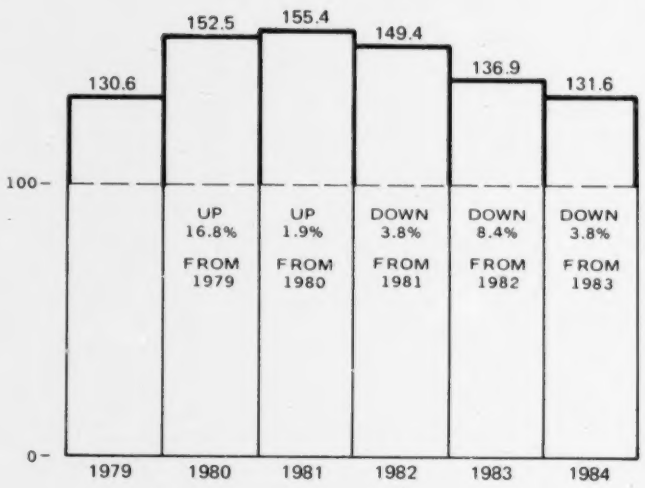
- Robberies increased .8 percent in rate.

In 1984,

Of 84,015 robberies reported:

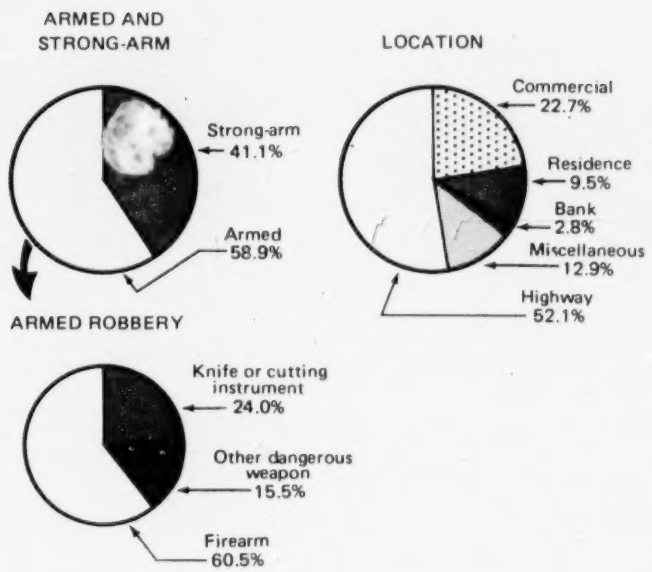
- Armed robberies accounted for 58.9 percent (49,449).
- Strong-arm robberies accounted for 41.1 percent (34,566).

ROBBERY CRIMES, 1979–1984
BCS Crime Index (1974=100)



Source: Table 1.

ROBBERY CRIMES, 1984



Source: Table 5.

Of the 49,449 armed robberies reported,

- Firearms were involved in 60.5 percent (29,900).
- Knives or cutting instruments were involved in 24.0 percent (11,872).
- Other dangerous weapons were involved in 15.5 percent (7,677).

In 1984, of all robberies reported:

- Highway robberies (streets, parks, parking lots, etc.) accounted for 52.1 percent (43,806).
- Commercial robberies accounted for 22.7 percent (19,085).
- Residential robberies accounted for 9.5 percent (7,997).
- Bank robberies accounted for 2.8 percent (2,328).
- Miscellaneous robberies (churches, schools, trains, etc.) accounted for 12.9 percent (10,799).

Nearly one fourth of all armed robberies were committed with a knife or cutting instrument. This was the only armed robbery weapon category to show an increase in 1984 (3.3 percent).

CRIMES

AGGRAVATED ASSAULT, 1979–1984

Aggravated Assault – *An unlawful attack or attempted attack by one person upon another for the purpose of inflicting severe or aggravated bodily injury. This type of assault is usually accompanied by the use of a weapon or by means likely to produce death or great bodily harm.*

From 1983 to 1984:

- The rate of aggravated assaults reported increased 1.7 percent.

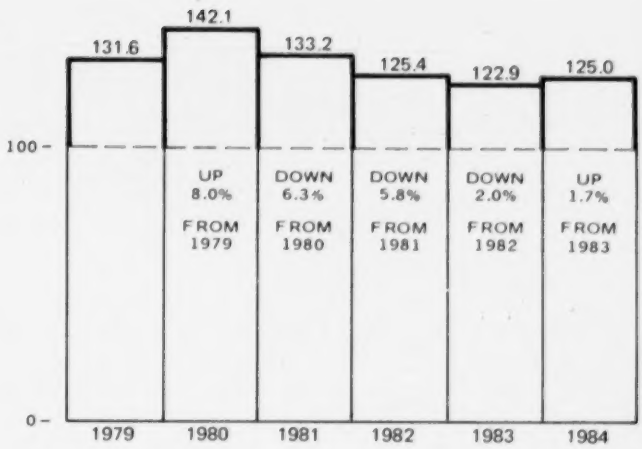
From 1979 to 1984:

- Aggravated assaults decreased 5.0 percent in rate.

In 1984, of 97,209 aggravated assaults reported:

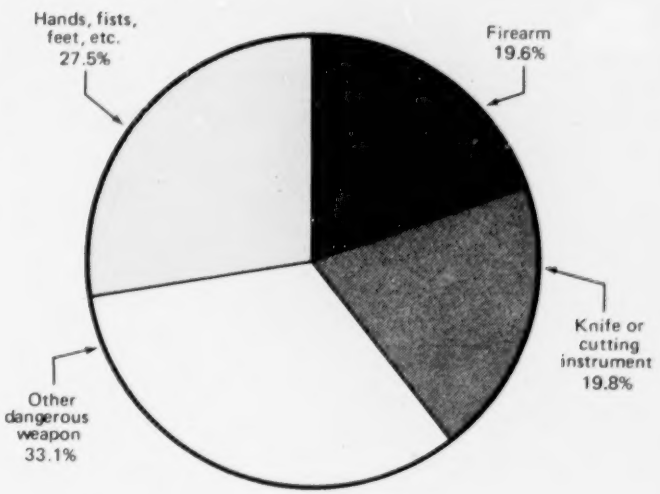
- Firearms were involved in 19.6 percent (19,072).
- Knives or cutting instruments were involved in 19.8 percent (19,276).
- Other dangerous weapons were involved in 33.1 percent (32,135).
- Hands, fists, feet, etc. were involved in 27.5 percent (26,726).

AGGRAVATED ASSAULT CRIMES, 1979–1984
BCS Crime Index (1974=100)



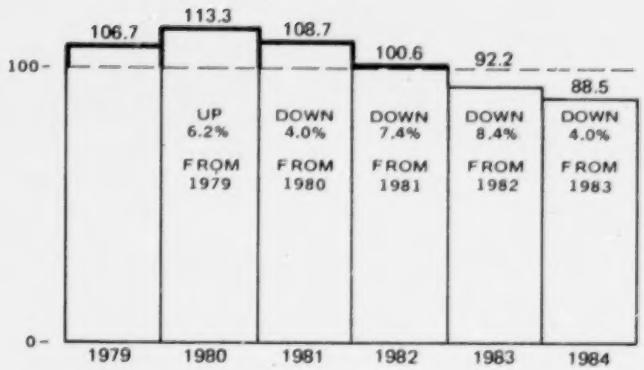
Source: Table 1.

AGGRAVATED ASSAULT CRIMES, 1984
Type of Weapon Used



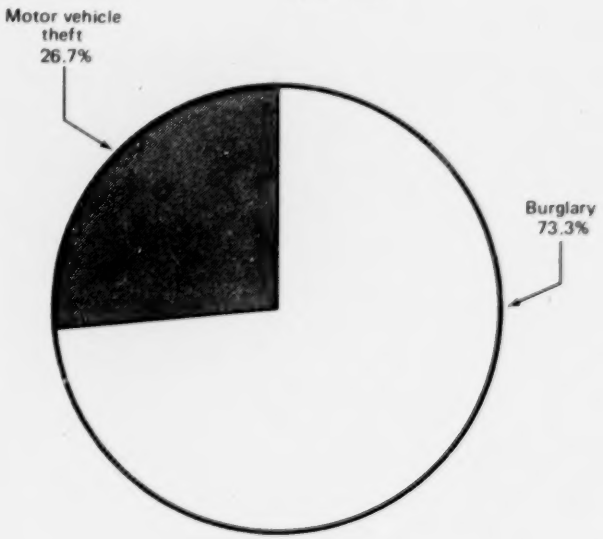
Source: Table 6.

PROPERTY CRIMES, 1979–1984
BCS Crime Index (1974=100)



Source: Table 1.

PROPERTY CRIMES, 1984
By Offense



Source: Table 2.

PROPERTY CRIMES, 1979–1984

Property crimes are burglary and motor vehicle theft.

From 1983 to 1984:

- Property crimes reported decreased 4.0 percent in rate.

From 1979 to 1984:

- The property crime rate decreased 17.1 percent.

In 1984, of 604,965 property crimes reported:

- Burglary accounted for 73.3 percent (443,624).
- Motor vehicle theft accounted for 26.7 percent (161,341).

The property crime rate has remained below the 1974 BCS Crime Index level for two consecutive years.

CRIMES

BURGLARY, 1979–1984

Burglary – *The unlawful entry of a structure to commit a felony or a theft. Attempted forcible entry is included.*

From 1983 to 1984:

- The rate of burglaries reported decreased 5.3 percent.

From 1979 to 1984:

- Burglaries decreased 18.6 percent in rate.

In 1984, of 443,624 burglaries reported:

- Entry or attempted entry of a structure by force accounted for 69.1 percent (306,618).
- Entry of a structure without force (unlawful entry) accounted for 30.9 percent (137,006).

And,

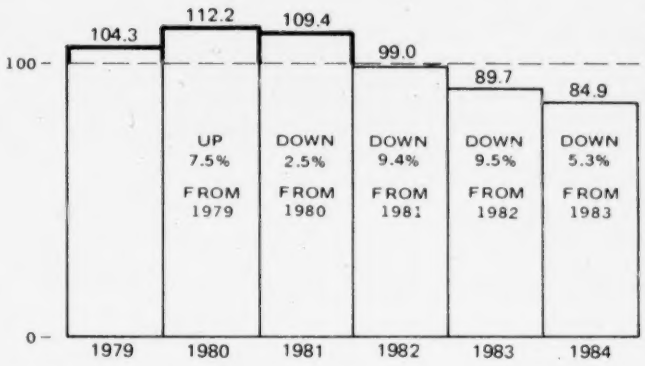
- Residential burglaries accounted for 67.7 percent (300,125).
- Nonresidential burglaries accounted for 32.3 percent (143,499). Included in this category are commercial establishments, public buildings, etc.

And,

- Daytime burglaries accounted for 40.3 percent (178,644).
- Nighttime burglaries accounted for 33.2 percent (147,331).
- Burglaries occurring during an unknown hour accounted for 26.5 percent (117,649).

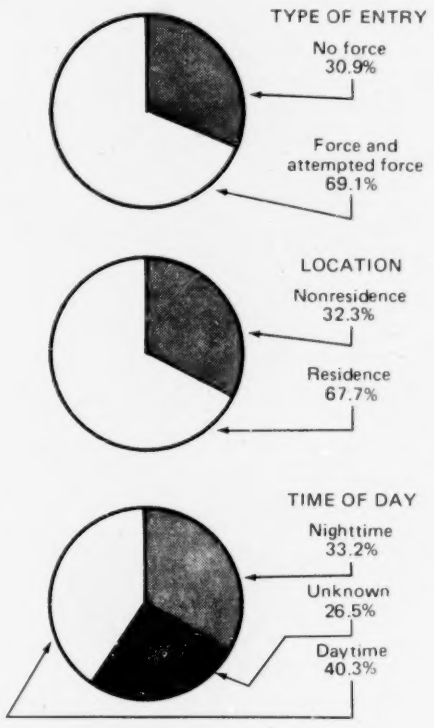
Of the California Crime Index offenses, burglary showed the largest rate decrease from 1979 to 1984 (18.6 percent).

BURGLARY CRIMES, 1979–1984
BCS Crime Index (1974=100)



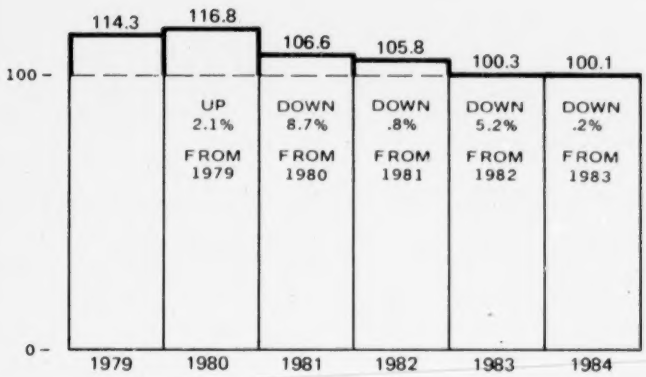
Source: Table 1.

BURGLARY CRIMES, 1984



Source: Table 7.

MOTOR VEHICLE THEFT CRIMES, 1979-1984
BCS Crime Index (1974=100)



Source: Table 1.

MOTOR VEHICLE THEFT, 1979–1984

Motor Vehicle Theft – *The theft or attempted theft of a motor vehicle.*

From 1983 to 1984:

- The rate of motor vehicle thefts reported decreased .2 percent.

From 1979 to 1984:

- Motor vehicle thefts decreased 12.4 percent in rate.

CRIMES

MOTOR VEHICLE THEFT (continued)

In 1984, of 161,341 motor vehicle thefts reported:

- Autos accounted for 69.8 percent (112,582).
- Trucks and buses accounted for 19.1 percent (30,814). Included in this category are vans and motor homes.
- "Other" vehicles accounted for 11.1 percent (17,945). Included in this category are motorcycles, snowmobiles, motor scooters, and trail bikes.

And, when reported motor vehicle thefts were analyzed by type of vehicle stolen (Table 8, page 107), it was found that:

From 1983 to 1984:

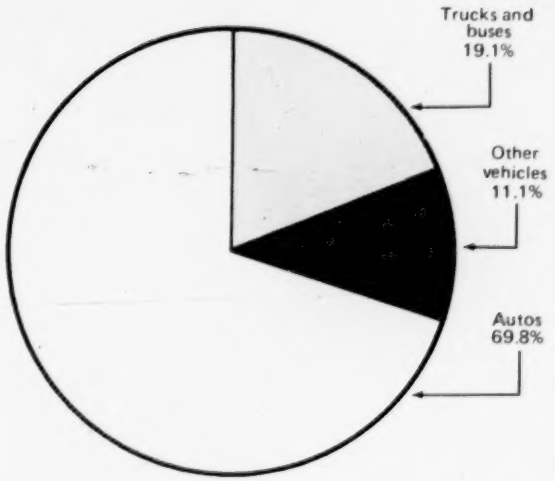
- There was a 1.3 percent increase in the number of autos stolen.
- There was a 1.0 percent increase in the number of trucks and buses stolen.
- There was a 4.1 percent increase in the number of "other" vehicles stolen.

From 1979 to 1984:

- There was a 5.9 percent decrease in the theft of autos.
- There was a 39.9 percent increase in the theft of trucks and buses.
- There was a 29.8 percent decrease in the theft of "other" vehicles.

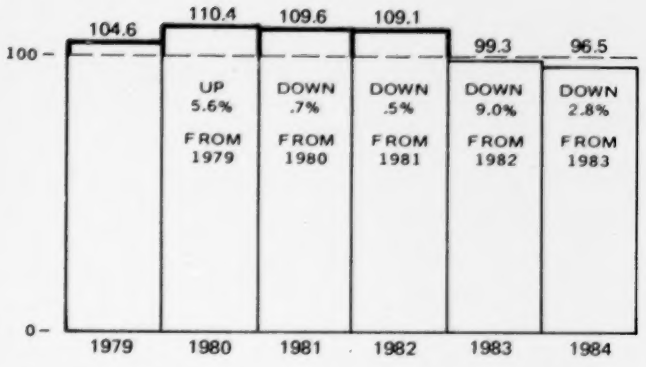
Trucks and buses accounted for 19.1 percent of total vehicles stolen in 1984 compared to 13.2 percent in 1979.

MOTOR VEHICLE THEFT CRIMES, 1984
Type of Vehicle



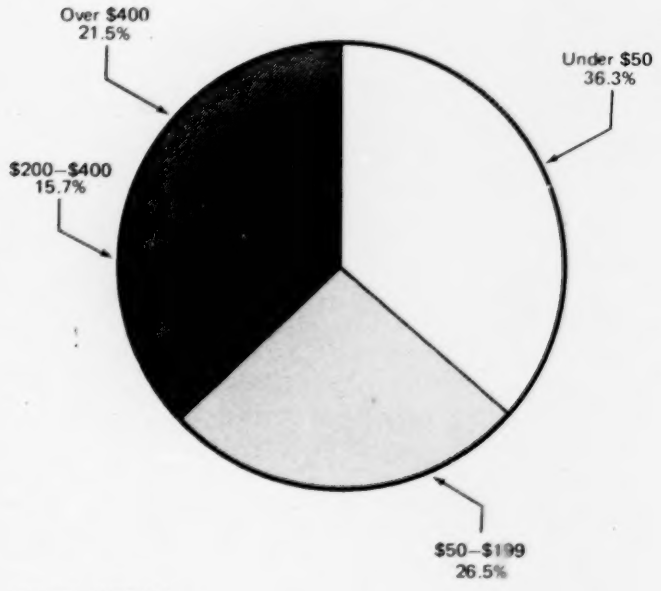
Source: Table 8.

LARCENY-THEFT CRIMES, 1979–1984
BCS Crime Index (1974=100)



Source: Table 9.

LARCENY-THEFT CRIMES, 1984
Value of Loss



Source: Table 10.

LARCENY-THEFT, 1979–1984

Larceny-theft – *The unlawful taking, carrying, leading, or riding away of property from the possession or constructive possession of another. (Except embezzlement, fraud, forgery, and worthless checks.)*

A 1983 law raised the lower limit of felony theft from $200 to over $400. In order to maintain trend data, theft was removed from the BCS measure of crime (formerly Seven Major Offenses and now California Crime Index). A high-volume crime, larceny-theft comprises 52 percent of the FBI Crime Index (excluding arson).

From 1983 to 1984:

- The rate of total larceny-theft crimes reported decreased 2.8 percent.

From 1979 to 1984:

- Total larceny-theft crimes decreased 7.7 percent in rate.

In 1984, of 857,717 larceny-theft crimes reported:

- Theft over $400 in value accounted for 21.5 percent (184,502).
- Theft $200 to $400 in value accounted for 15.7 percent (135,011).
- Theft $50 to $199 in value accounted for 26.5 percent (226,899).
- Theft under $50 in value accounted for 36.3 percent (311,305).

CRIMES

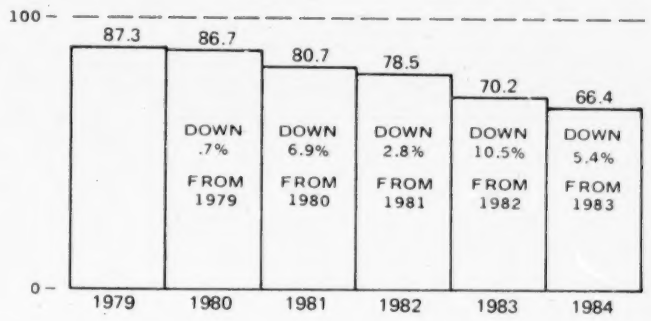
LARCENY-THEFT (continued)

When dollar-value categories of larceny-theft were indexed to 1974 and analyzed from 1979 through 1984, the following was noted.

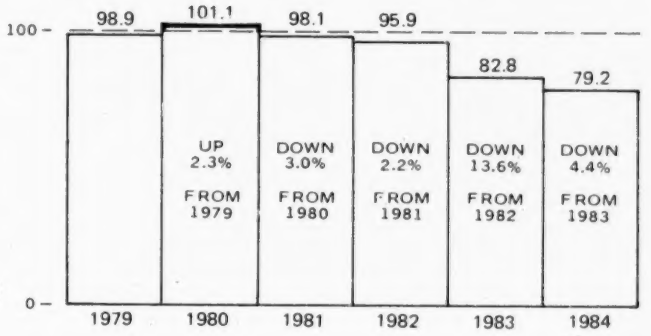
From 1983 to 1984:

- The rate of larceny-theft under $50 in value decreased 5.4 percent.
- The rate of larceny-theft $50–$199 in value decreased 4.4 percent.

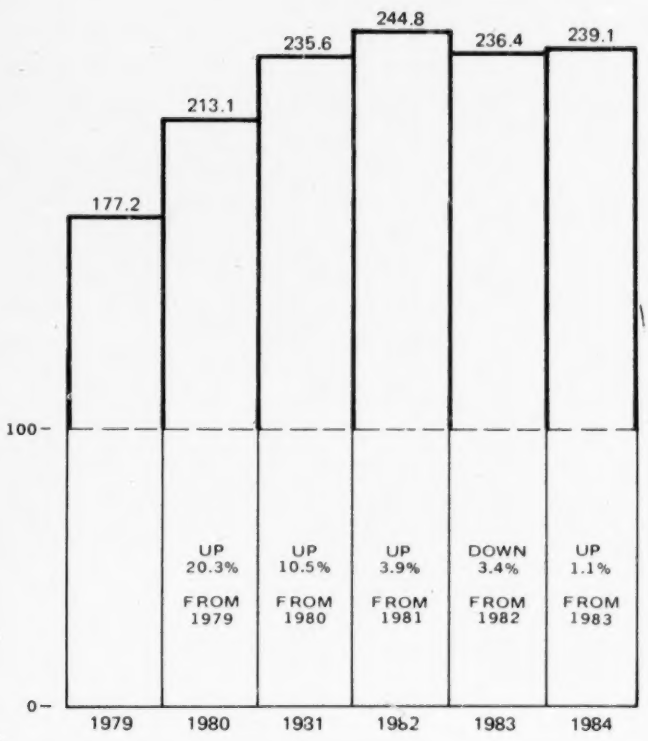
THEFT UNDER $50



THEFT $50–$199



THEFT $200 AND OVER



Source: Table 9.

- The rate of larceny-theft $200 and over in value increased 1.1 percent.
- The rate of larceny-theft over $400 in value increased 3.8 percent, while larceny-theft $200–$400 decreased 2.4 percent (Table 9).

From 1979 to 1984:

- Larceny-theft under $50 in value decreased 23.9 percent in rate.
- Larceny-theft $50–$199 in value decreased 19.9 percent in rate.
- Larceny-theft $200 and over in value increased 34.9 percent in rate.

Differences in the rate changes of these categories of theft are attributed primarily to inflation.

CRIMES

STOLEN AND RECOVERED PROPERTY, 1983–1984

As part of the UCR Program, law enforcement agencies submit monthly reports to the Bureau of Criminal Statistics of the estimated dollar value of property stolen and property recovered. In these reports, type of property is categorized in a uniform manner. However, agencies do not report these data consistently and frequently vary in their methods of estimating the dollar value of stolen property. Furthermore, property stolen and property recovered in any given time period are not identical. For these reasons, dollar values of such property must be viewed as rough approximations.

As shown in Table 11 (page 110),

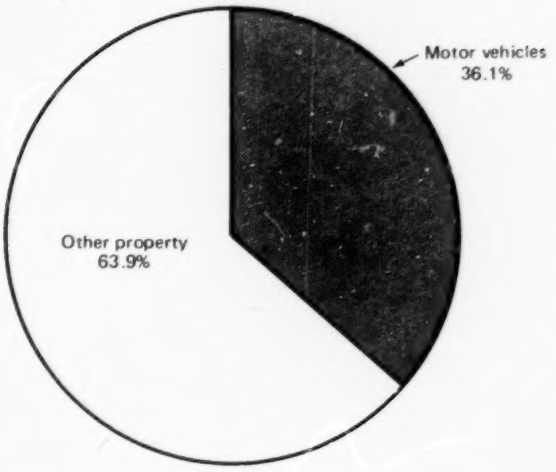
From 1983 to 1984, it was found that:

- There was a 3.3 percent increase in the dollar value of all property reported stolen.
- There was an 8.9 percent increase in the dollar value of motor vehicles reported stolen.
- There was a .4 percent increase in the dollar value of other property reported stolen.

And,

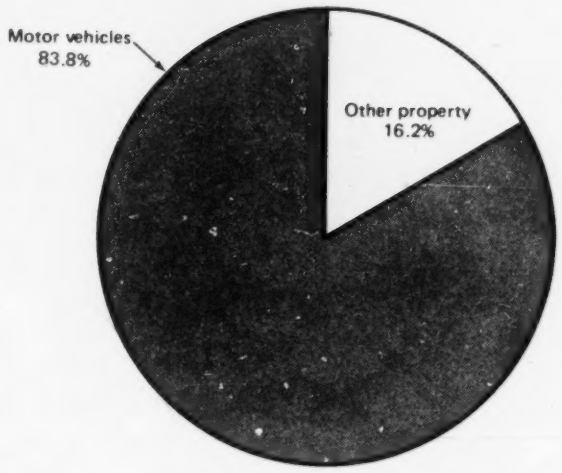
- There was a 7.0 percent increase in the dollar value of all property reported recovered.
- There was a 9.1 percent increase in the dollar value of stolen motor vehicles reported recovered.
- There was a 3.0 percent decrease in the dollar value of other stolen property reported recovered.

PERCENT OF VALUE BY TYPE OF STOLEN PROPERTY, 1984



Source: Table 11.

PERCENT OF VALUE BY TYPE
OF RECOVERED PROPERTY, 1984



Source: Table 11.

In 1984, of the total dollar value of all property reported stolen:

- Stolen motor vehicles accounted for 36.1 percent.
- "Other" property accounted for 63.9 percent.

And, of the total dollar value of property reported recovered,

- Stolen motor vehicles accounted for 83.8 percent.
- "Other" property accounted for 16.2 percent.

When the dollar value of property recovered in 1984 was related to that of property stolen in 1984, it was found that:

- The recovery ratio of all property stolen was 29.9 percent.
- The recovery ratio of stolen motor vehicles was 69.5 percent.
- The recovery ratio of other property stolen was 7.6 percent.

Despite the limitations of law enforcement agency data discussed earlier, the recovery ratios of 1984 were similar to those of earlier years.

In 1984, the value of property reported stolen was nearly $1.6 billion, and the value of property recovered was approximately $466 million.

CRIMES

ARSON, 1983–1984

Arson – *Any willful or malicious burning or attempt to burn, with or without intent to defraud, a dwelling house, public building, motor vehicle or aircraft, personal property of another, etc.*

Law enforcement agencies began submitting arson crimes data in 1979; however, 1980 was the first year of complete reporting. Because the collection system is fairly new, caution should be exercised when comparing annual data.

As shown in Table 13 (page 111),

From 1983 to 1984:

- The number of arson crimes reported increased 9.6 percent.
- The value of property damage increased 24.1 percent.

In 1984, of 19,407 arsons reported:

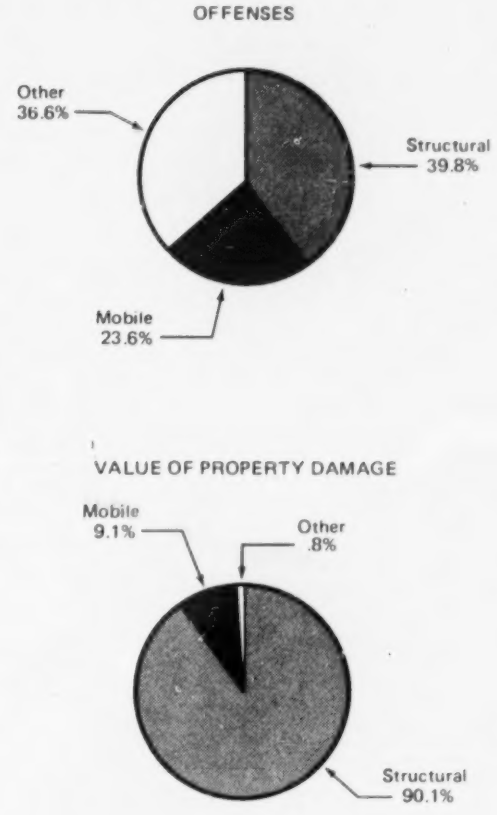
- Structures accounted for 39.8 percent (7,718).
- Mobile property accounted for 23.6 percent (4,585).
- Other property accounted for 36.6 percent (7,104). Included in this category are crops, timber, fences, signs, etc.

In 1984, of the total dollar value of all property damaged:

- Structures accounted for 90.1 percent.
- Mobile property accounted for 9.1 percent.
- Other property accounted for .8 percent.

Of all crimes reported through the UCR Program, arson registered the largest increase from 1983 to 1984 (9.6 percent).

ARSON CRIMES, 1984
Type of Property by Offense and Value of Property Damage



Source: Table 13.

ARRESTS

WHAT IS AN ARREST?

Arrests occur when persons are taken into custody because they are believed to have violated the law. Not all arrests result in persons being placed in jail. If not released by the arresting agency, many arrestees either post bail or are released on their own recognizance to appear in court at a later date. Others are issued citations, much like traffic tickets, which direct them to appear in court at a later date.

Arrests are divided into two major groups: adult arrests (18 years of age and older) and juvenile arrests. Adults and juveniles may be arrested for either felony-level or misdemeanor-level offenses. A **felony**-level offense can result in a sentence to state prison or death if the offender is convicted as an adult. A **misdemeanor**-level offense can result in a fine or a sentence of up to one year in a county jail.

Juveniles, because of their status, may also be arrested for truancy, incorrigibility, runaway, and curfew violations. These are commonly referred to as **status** offenses.

HOW ARE ARRESTS REPORTED?

Unlike crimes, which are classified by nationwide Uniform Crime Reporting (UCR) standards, arrests are reported by California Penal Code definition of the offense. This may cause some differences in the definition of certain crimes and the arrests for that crime. For instance, theft from a locked automobile is a burglary by California Penal Code definition. The crime would be classified and reported as a theft under UCR definition, while an arrest for this offense would be reported as burglary under California Penal Code definition.

All California law enforcement agencies report arrest and citation information to the Bureau of Criminal Statistics (BCS) on the "Monthly Arrest and Citation Register," which lists each arrestee; includes information on age, sex, and race/ethnic group; and specifies the "most serious" arrest offense and law enforcement disposition. Both arrest and citation information are included in BCS arrest statistics.

ARREST RATES

Most data basic to this section of the report are presented in Tables 14, 20, and 22. Arrest rates are based on the number of arrests per 100,000 population. BCS Arrest Index charts pertaining to arrests at a particular level (felony or misdemeanor), arrests for status offenses, or arrests for a specific crime or group of crimes were developed from information provided in these tables.

BCS Arrest Index numbers represent the arrest rate of the year indicated in terms of its relationship to the 1974 arrest rate, set at 100. Percent changes were calculated from rates per 100,000 population at risk. Because of rounding, percentages may differ slightly if calculated from index numbers.

ARRESTS

LAW CHANGES

On January 1, 1983, a law change raised the lower limit of **felony theft** from $200 to over $400. This law was last changed in 1923, when the lower limit was raised from $50 to $200.

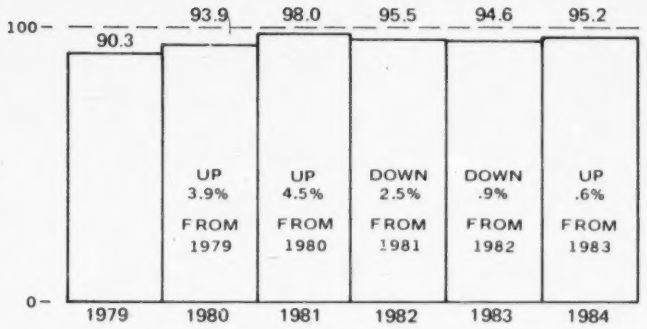
On January 1, 1982, the law was changed to include **driving under the influence** of a drug with driving under the influence of intoxicating liquor or a combination of liquor and drugs (23152 and 23153 V.C.). Prior to 1982, **driving under the influence of drugs** was included in "other drug law violations." The effect of this law is negligible on changes in counts within offense groupings.

On January 1, 1976, the law was changed to make the possession of not more than one ounce of unconcentrated **marijuana** a misdemeanor rather than a felony offense. The effects of this law were reflected not only in the decrease of total felony and felony marijuana arrest rates, but also in the increase of total misdemeanor and misdemeanor drug law violation arrest rates (Crime and Delinquency in California, 1979).

In the early 1970s, federal monies were made available to establish programs that would divert **status offenders** from the juvenile justice system. Although this philosophy of "treatment by diversion" was not codified into law until 1977, it had a considerable impact on status offense statistics. Since 1974, there had been a general downward trend in status offense arrest rates. The increase in 1984 may be attributed to a change in attitude towards the treatment of juveniles by law enforcement agencies.

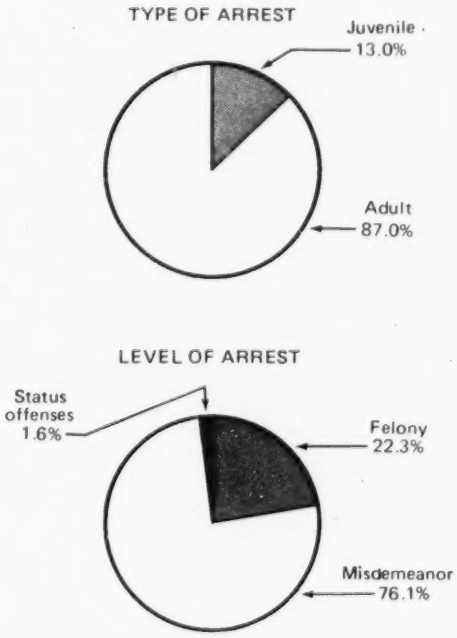
ARRESTS

TOTAL ARRESTS, 1979–1984
BCS Arrest Index (1974=100)



Source: Table 14.

TOTAL ARRESTS, 1984



Source: Table 15.

TOTAL ARRESTS, 1979–1984

From 1983 to 1984:

- There was a .6 percent increase in the rate of total arrests.
- There was a .2 percent increase in the rate of adult arrests and a 3.2 percent increase in the rate of juvenile arrests.

From 1979 to 1984:

- There was a 5.4 percent rate increase in total arrests.
- There was a 12.0 percent rate increase in adult arrests and a 21.4 percent rate decrease in juvenile arrests.

In 1984, of 1,723,955 arrests reported:

- Adult arrests accounted for 87.0 percent (1,500,616).
- Juvenile arrests accounted for 13.0 percent (223,339).

And,

- Felony arrests accounted for 22.3 percent (384,861).
- Misdemeanor arrests accounted for 76.1 percent (1,312,370).
- Status offense arrests accounted for 1.6 percent (26,724).

Although there was a slight increase in the rate of total arrests, the rates have remained relatively stable since 1981.

ARRESTS

Felony, Misdemeanor, and Status Offense Arrests, 1979–1984

From 1983 to 1984:

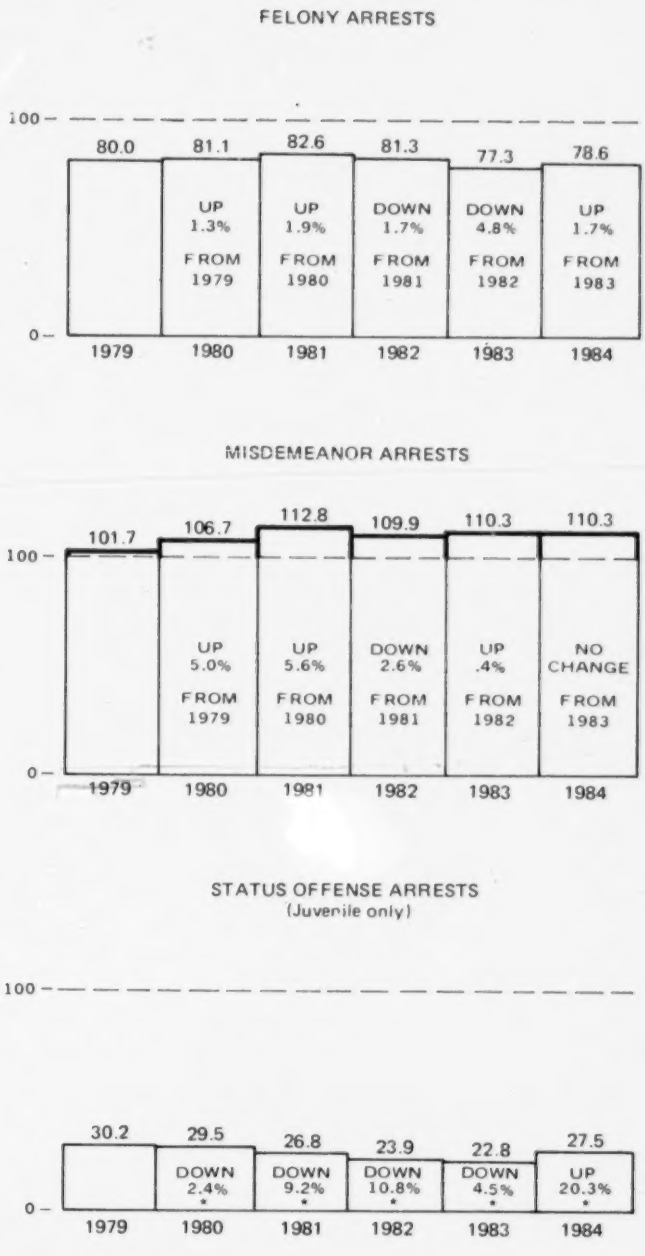
- There was a 1.7 percent increase in the rate of felony arrests, no change in the rate of misdemeanor arrests, and a 20.3 percent increase in the rate of status offense arrests.

From 1979 to 1984:

- There was a 1.8 percent rate decrease in felony arrests, an 8.5 percent rate increase in misdemeanor arrests, and a 9.1 percent rate decrease in arrests for status offenses.

The rate of status offense arrests increased for the first time since 1974 (20.3 percent).

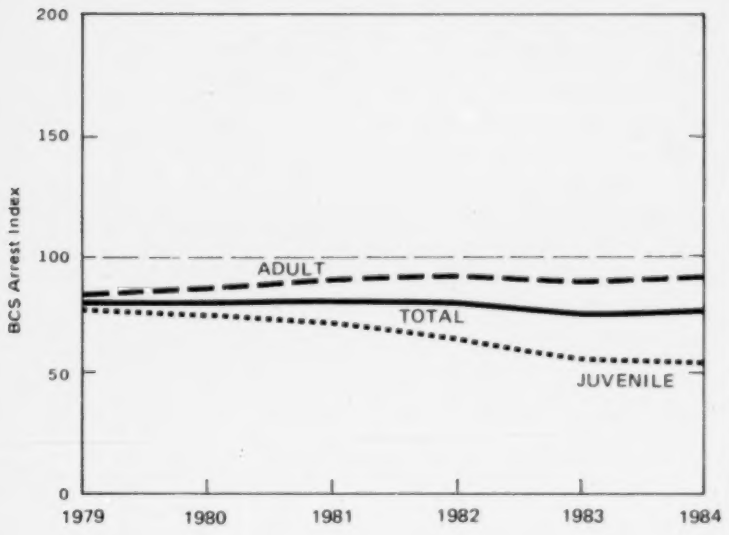
ARRESTS REPORTED BY LEVEL, 1979–1984
BCS Arrest Index (1974=100)



*Percent change from previous year.
Source: Table 14.

ARRESTS

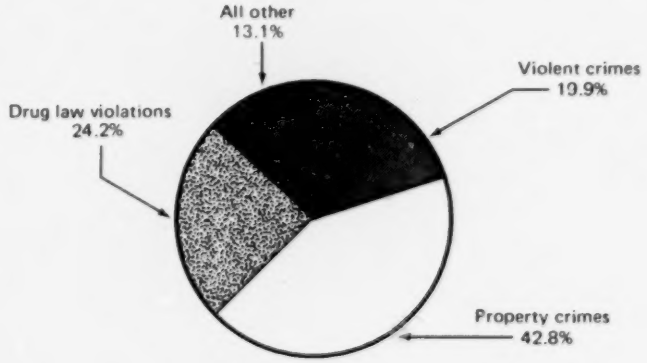
FELONY ARRESTS, 1979–1984
TOTAL, ADULT, AND JUVENILE
BCS Arrest Index (1974=100)



Source: Table 14.

FELONY ARRESTS, 1984

TOTAL ARRESTS BY CATEGORY



Source: Table 16.

FELONY ARRESTS, 1979–1984

Total, Adult, and Juvenile

From 1983 to 1984:

- There was a 1.7 percent increase in the rate of total arrests.
- There was a 2.6 percent increase in the rate of adult arrests and a 1.8 percent decrease in the rate of juvenile arrests.

From 1979 to 1984:

- There was a 1.8 percent rate decrease in total arrests.
- There was a 9.9 percent rate increase in adult arrests and a 28.6 percent rate decrease in juvenile arrests.

In 1984, of 384,861 felony arrests reported:

- Violent crimes accounted for 19.9 percent (76,437).
- Property crimes accounted for 42.8 percent (164,751).
- Drug law violations accounted for 24.2 percent (93,124).
- "All other" offenses accounted for 13.1 percent (50,549). "All other" offenses include weapon offenses, driving under the influence, sex law violations, etc.

From 1979 to 1984 adult felony arrest rates have, for the most part, increased while juvenile arrest rates have decreased.

ARRESTS

FELONY ARRESTS, 1984

Total, Adult, and Juvenile

Of the 384,861 arrests reported:

- Adult arrests accounted for 82.1 percent (315,872).
- Juvenile arrests accounted for 17.9 percent (68,989).

Of the 76,437 arrests for violent crimes:

- Adult arrests accounted for 84.5 percent (64,584).
- Juvenile arrests accounted for 15.5 percent (11,853).

Of the 164,751 arrests for property crimes:

- Adult arrests accounted for 74.2 percent (122,254).
- Juvenile arrests accounted for 25.8 percent (42,497).

Of the 93,124 arrests for drug law violations:

- Adult arrests accounted for 92.0 percent (85,696).
- Juvenile arrests accounted for 8.0 percent (7,428).

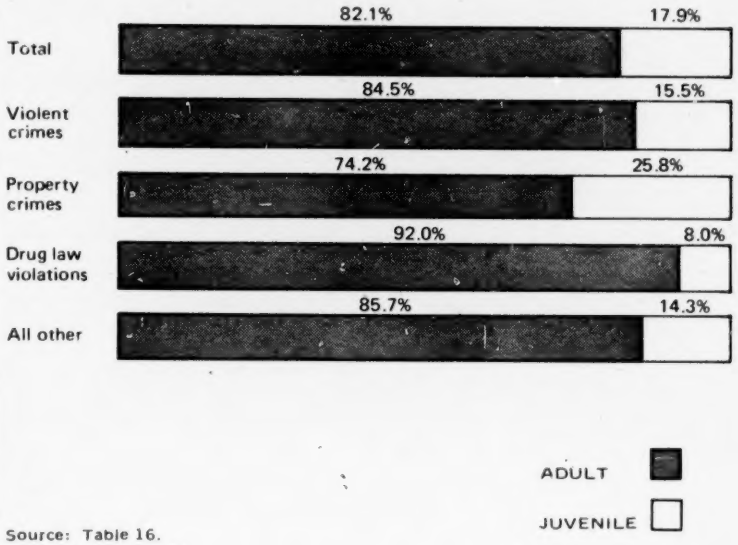
Of the 50,549 arrests for "all other" offenses:

- Adult arrests accounted for 85.7 percent (43,338).
- Juvenile arrests accounted for 14.3 percent (7,211).

The highest proportion of juvenile arrestees was for property crimes (25.8 percent) and the lowest was for drug law violations (8.0 percent).

FELONY ARRESTS, 1984

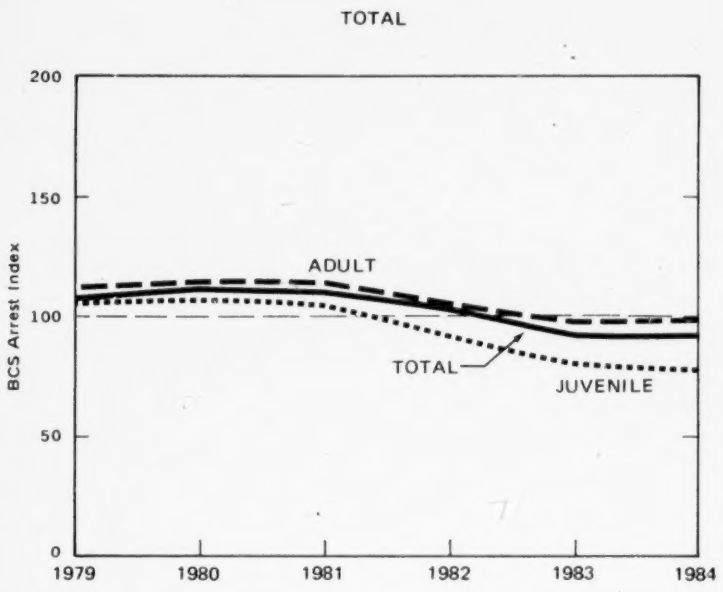
ADULT AND JUVENILE ARRESTS BY CATEGORY



Source: Table 16.

ARRESTS

FELONY ARRESTS FOR VIOLENT CRIMES, 1979–1984
TOTAL, ADULT, AND JUVENILE ARRESTS
BCS Arrest Index (1974=100)



Source: Table 20a.

VIOLENT CRIME ARRESTS, 1979–1984

Total, Adult, and Juvenile

As shown in Table 20a (page 116),

From 1983 to 1984:

- There was a .7 percent increase in the rate of total arrests.
- There was a 1.4 percent increase in the rate of adult arrests and a 2.5 percent decrease in the rate of juvenile arrests.

From 1979 to 1984:

- There was a 14.8 percent rate decrease in total arrests.
- There was an 11.1 percent rate decrease in adult arrests and a 27.3 percent rate decrease in juvenile arrests.

The violent crime arrest rate for juveniles decreased for the fifth consecutive year.

ARRESTS

VIOLENT CRIME ARRESTS, 1984

Of 76,437 felony arrests for violent crimes reported:

- Homicide accounted for 4.7 percent (3,590).
- Forcible rape accounted for 5.7 percent (4,369).
- Robbery accounted for 30.2 percent (23,109).
- Assault accounted for 56.4 percent (43,145).
- Kidnapping accounted for 2.9 percent (2,224).

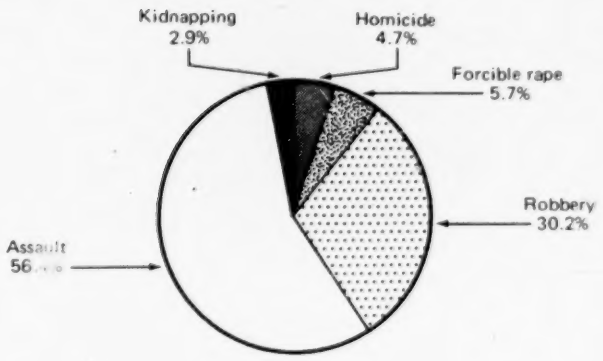
And,

- Adult arrests accounted for 84.5 percent (64,584).
- Juvenile arrests accounted for 15.5 percent (11,853).

Assault arrests accounted for more than half of the violent crime arrests (56.4 percent).

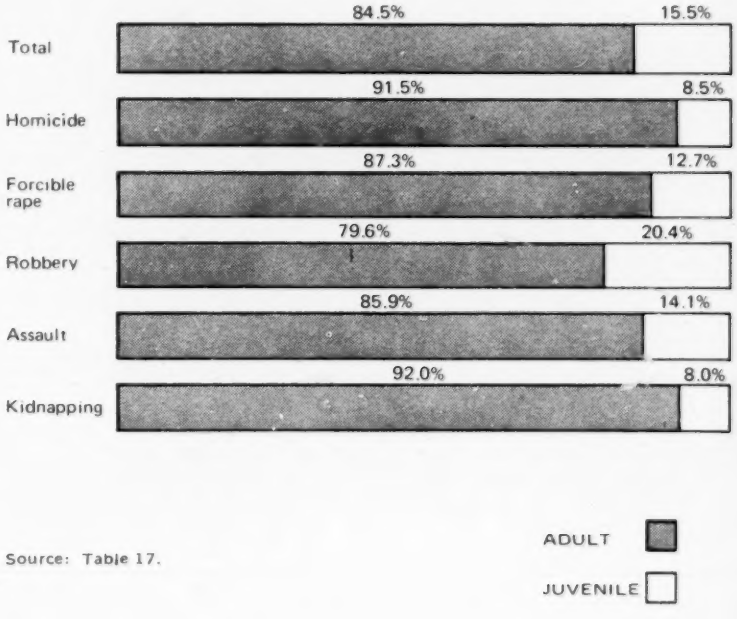
FELONY ARRESTS FOR VIOLENT CRIMES, 1984

TOTAL BY OFFENSE



Note: Percents may not add to 100.0 because of rounding.
Source: Table 18.

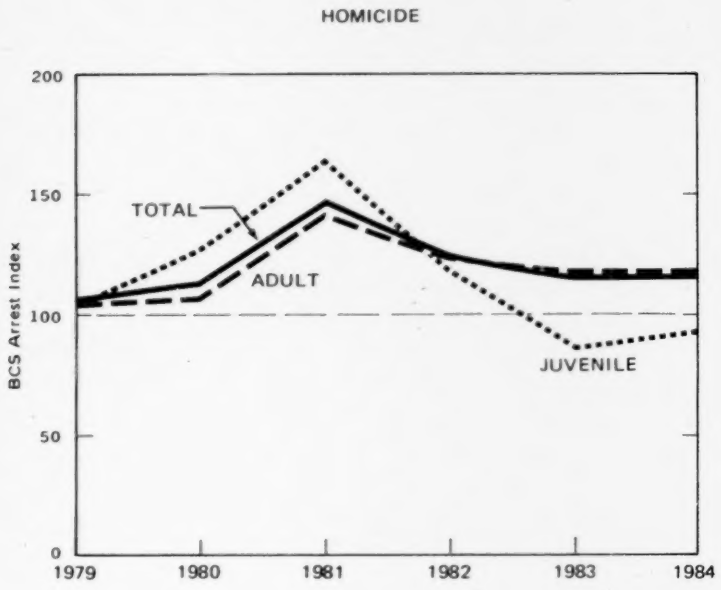
ADULT AND JUVENILE ARRESTS BY OFFENSE



Source: Table 17.

ARRESTS

FELONY ARRESTS FOR VIOLENT CRIMES, 1979–1984
TOTAL, ADULT, AND JUVENILE ARRESTS BY OFFENSE
BCS Arrest Index (1974=100)



Source: Table 20a.

HOMICIDE ARRESTS

From 1983 to 1984:

- There was a 1.2 percent increase in the rate of total arrests.
- There was a .6 percent increase in the rate of adult arrests and a 9.2 percent increase in the rate of juvenile arrests.

From 1979 to 1984:

- There was a 10.0 percent rate increase in total arrests.
- There was an 11.5 percent rate increase in adult arrests and a 10.1 percent rate decrease in juvenile arrests.

In 1984, of 3,590 arrests for homicide:

- Adult arrests accounted for 91.5 percent (3,284).
- Juvenile arrests accounted for 8.5 percent (306).

After two consecutive years of decreasing homicide arrest rates, both adult and juvenile rates increased.

ARRESTS

FORCIBLE RAPE ARRESTS

From 1983 to 1984:

- There was a 1.5 percent decrease in the rate of total arrests.
- There was a 1.5 percent decrease in the rate of adult arrests and a 3.0 percent decrease in the rate of juvenile arrests.

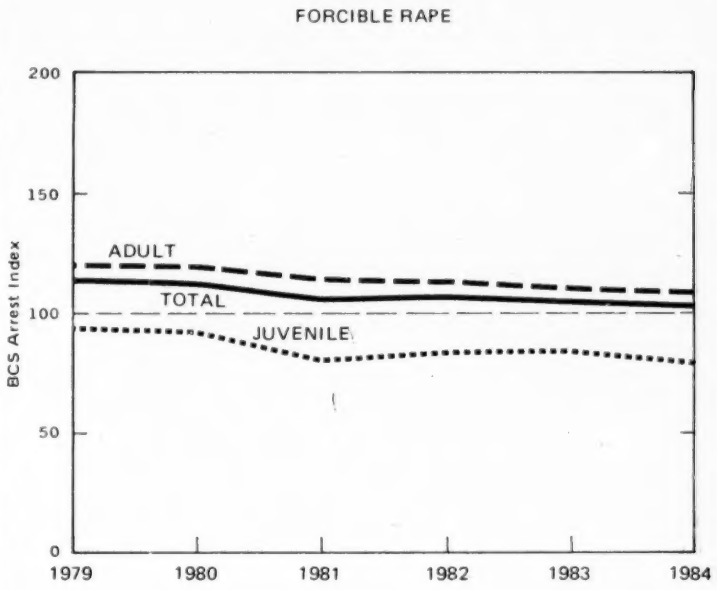
From 1979 to 1984:

- There was a 9.9 percent rate decrease in total arrests.
- There was a 9.4 percent rate decrease in adult arrests and a 13.4 percent rate decrease in juvenile arrests.

In 1984, of 4,369 arrests for forcible rape:

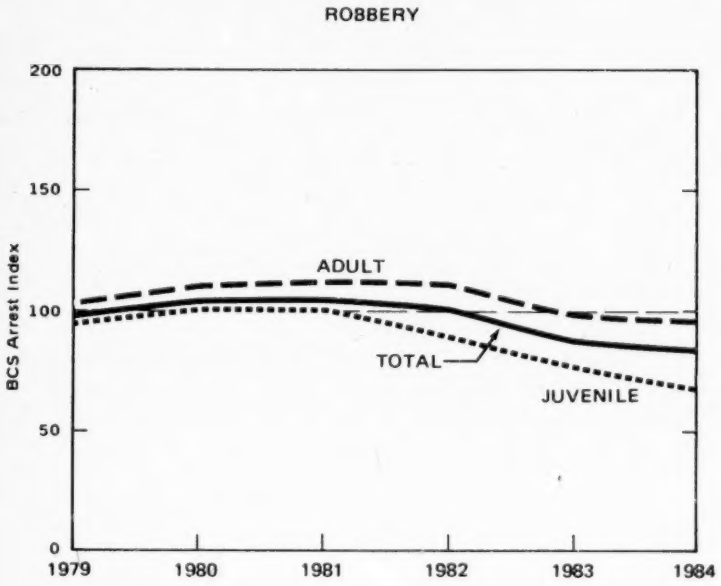
- Adult arrests accounted for 87.3 percent (3,813).
- Juvenile arrests accounted for 12.7 percent (556).

FELONY ARRESTS FOR VIOLENT CRIMES, 1979–1984
TOTAL, ADULT, AND JUVENILE ARRESTS BY OFFENSE
BCS Arrest Index (1974=100)



Source: Table 20a.

FELONY ARRESTS FOR VIOLENT CRIMES, 1979–1984
TOTAL, ADULT, AND JUVENILE ARRESTS BY OFFENSE
BCS Arrest Index (1974=100)



Source: Table 20a.

ROBBERY ARRESTS

From 1983 to 1984:

- There was a 4.5 percent decrease in the rate of total arrests.
- There was a 2.4 percent decrease in the rate of adult arrests and a 10.9 percent decrease in the rate of juvenile arrests.

From 1979 to 1984:

- There was a 14.1 percent rate decrease in total arrests.
- There was a 7.1 percent rate decrease in adult arrests and a 28.3 percent rate decrease in juvenile arrests.

In 1984, of 23,109 arrests for robbery:

- Adult arrests accounted for 79.6 percent (18,390).
- Juvenile arrests accounted for 20.4 percent (4,719).

Juvenile robbery arrest rates decreased for the fourth consecutive year.

ARRESTS

ASSAULT ARRESTS

From 1983 to 1984:

- There was a 4.0 percent increase in the rate of total arrests.
- There was a 3.9 percent increase in the rate of adult arrests and a 4.6 percent increase in the rate of juvenile arrests.

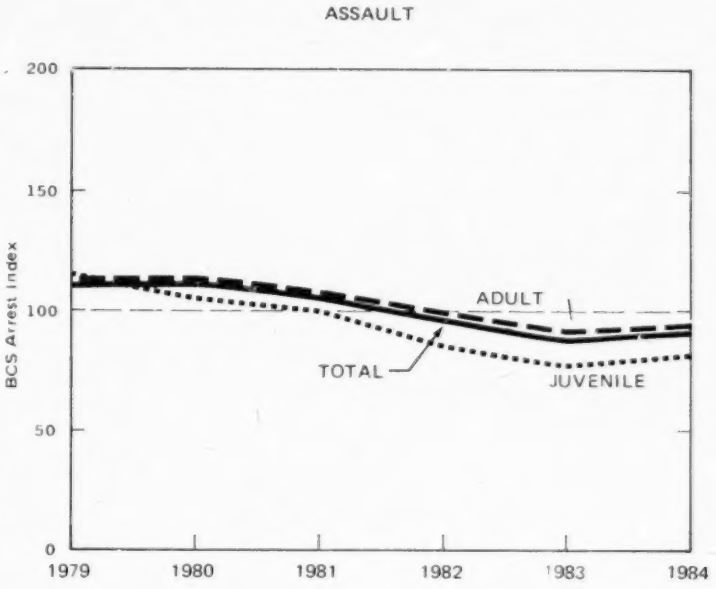
From 1979 to 1984:

- There was a 17.1 percent rate decrease in total arrests.
- There was a 14.4 percent rate decrease in adult arrests and a 28.4 percent rate decrease in juvenile arrests.

In 1984, of 43,145 arrests for assault:

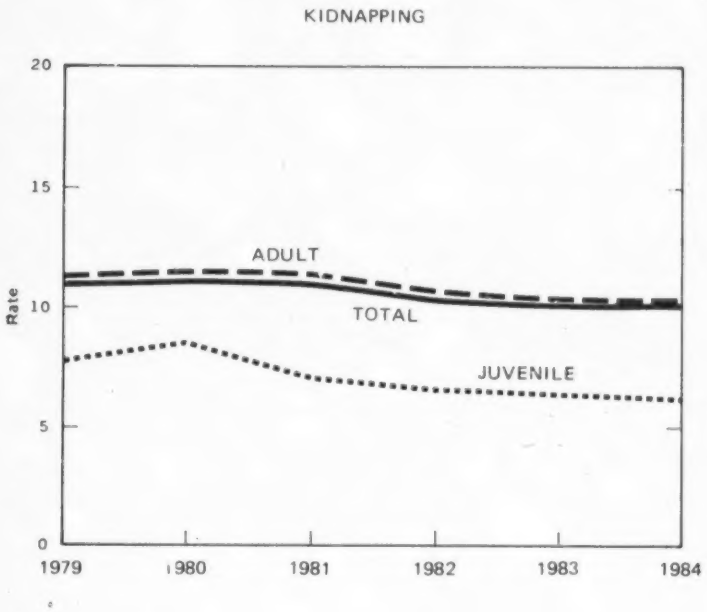
- Adult arrests accounted for 85.9 percent (37,052).
- Juvenile arrests accounted for 14.1 percent (6,093).

FELONY ARRESTS FOR VIOLENT CRIMES, 1979–1984
TOTAL, ADULT, AND JUVENILE ARRESTS BY OFFENSE
BCS Arrest Index (1974=100)



Source: Table 20a.

FELONY ARRESTS FOR VIOLENT CRIMES, 1979–1984
TOTAL, ADULT, AND JUVENILE ARRESTS BY OFFENSE
Rate per 100,000 Population at Risk



Source: Table 20a.

KIDNAPPING ARRESTS

The kidnapping arrest chart is based on rates per 100,000 population from 1979–1984 rather than indexed to the 1974 base year because juvenile arrest data are not available for 1974.

From 1983 to 1984:

- There was no change in the rate of total arrests.
- There was no change in the rate of adult arrests and a 3.1 percent decrease in the rate of juvenile arrests.

From 1979 to 1984:

- There was a 14.3 percent decrease in the rate of total arrests.
- There was a 14.3 percent decrease in the rate of adult arrests and a 20.5 percent rate decrease in juvenile arrests.

In 1984, of 2,224 arrests for kidnapping:

- Adult arrests accounted for 92.0 percent (2,045).
- Juvenile arrests accounted for 8.0 percent (179).

ARRESTS

PROPERTY CRIME ARRESTS, 1979–1984

Total, Adult, and Juvenile

As shown in Table 20b (page 117),

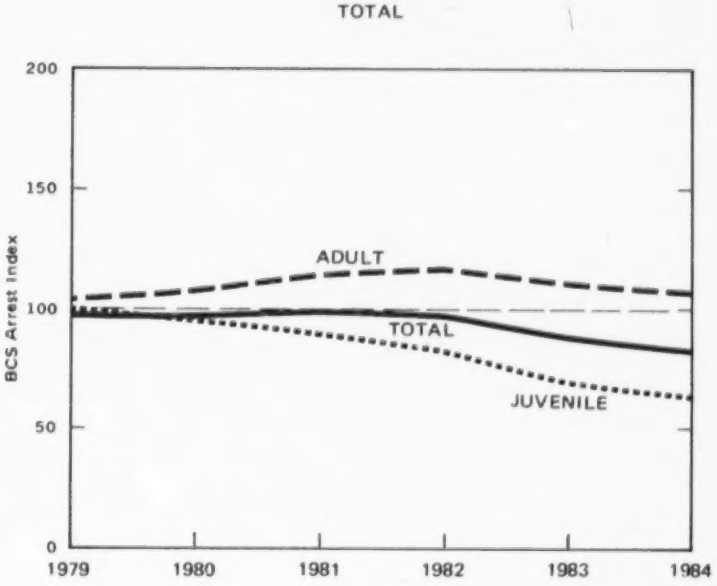
From 1983 to 1984:

- There was a 4.3 percent decrease in the rate of total arrests.
- There was a 3.1 percent decrease in the rate of adult arrests and a 5.9 percent decrease in the rate of juvenile arrests.

From 1979 to 1984:

- There was a 14.0 percent rate decrease in total arrests.
- There was a 2.7 percent rate increase in adult arrests and a 35.1 percent rate decrease in juvenile arrests.

FELONY ARRESTS FOR PROPERTY CRIMES, 1979–1984
TOTAL, ADULT, AND JUVENILE ARRESTS
BCS Arrest Index (1974=100)

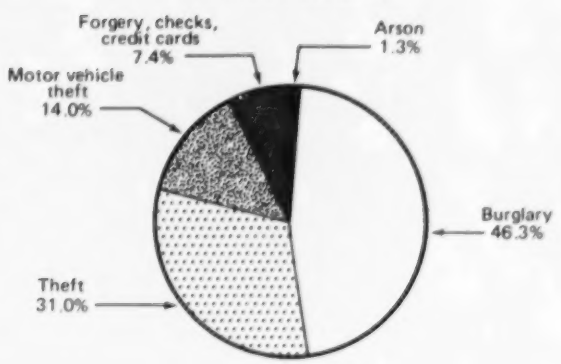


Source: Table 20b.

ARRESTS

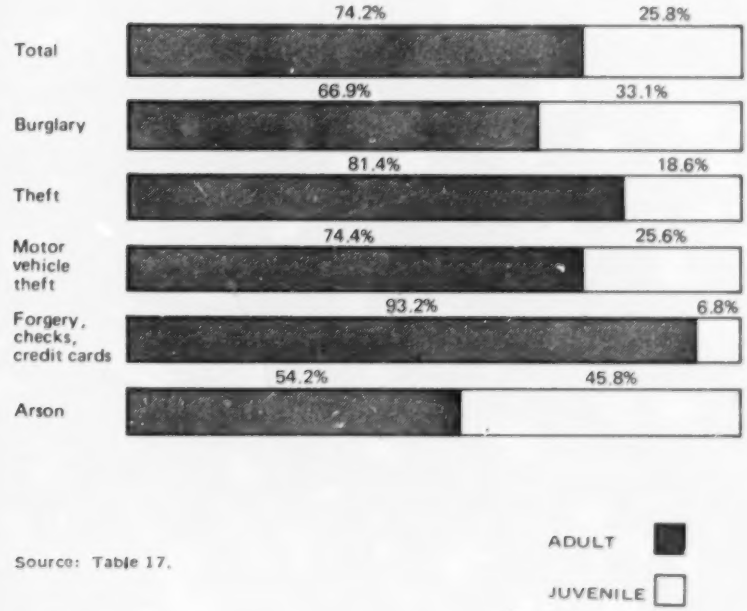
FELONY ARRESTS FOR PROPERTY CRIMES, 1984

TOTAL BY OFFENSE



Source: Table 18.

ADULT AND JUVENILE ARRESTS BY OFFENSE



Source: Table 17.

PROPERTY CRIME ARRESTS, 1984

Of 164,751 felony arrests for property crimes reported:

- Burglary accounted for 46.3 percent (76,295).
- Theft accounted for 31.0 percent (51,144).
- Motor vehicle theft accounted for 14.0 percent (23,108).
- Forgery, checks, and credit cards accounted for 7.4 percent (12,138).
- Arson accounted for 1.3 percent (2,066).

And,

- Adult arrests accounted for 74.2 percent (122,254).
- Juvenile arrests accounted for 25.8 percent (42,497).

The property crime arrest rate decreased for the third consecutive year (4.3 percent).

ARRESTS

BURGLARY ARRESTS

From 1983 to 1984:

- There was a 7.0 percent decrease in the rate of total arrests.
- There was a 5.6 percent decrease in the rate of adult arrests and a 7.9 percent decrease in the rate of juvenile arrests.

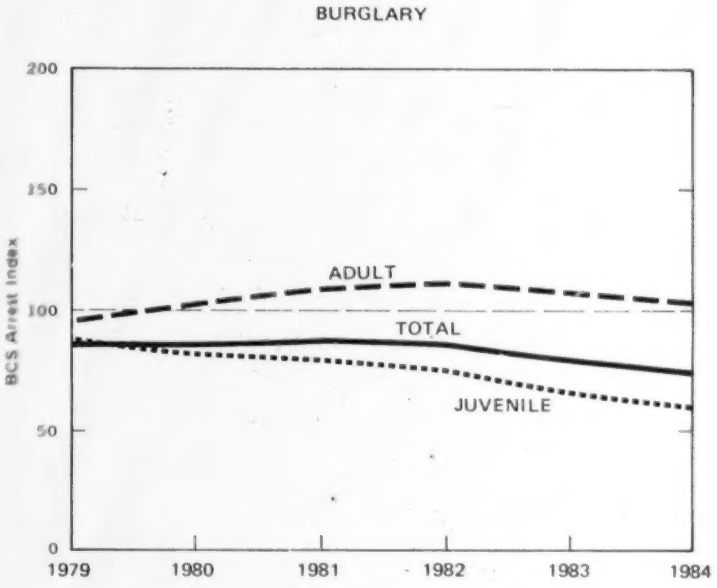
From 1979 to 1984:

- There was a 14.5 percent rate decrease in total arrests.
- There was a 5.1 percent rate increase in adult arrests and a 30.7 percent rate decrease in juvenile arrests.

In 1984, of 76,295 arrests for burglary:

- Adult arrests accounted for 66.9 percent (51,014).
- Juvenile arrests accounted for 33.1 percent (25,281).

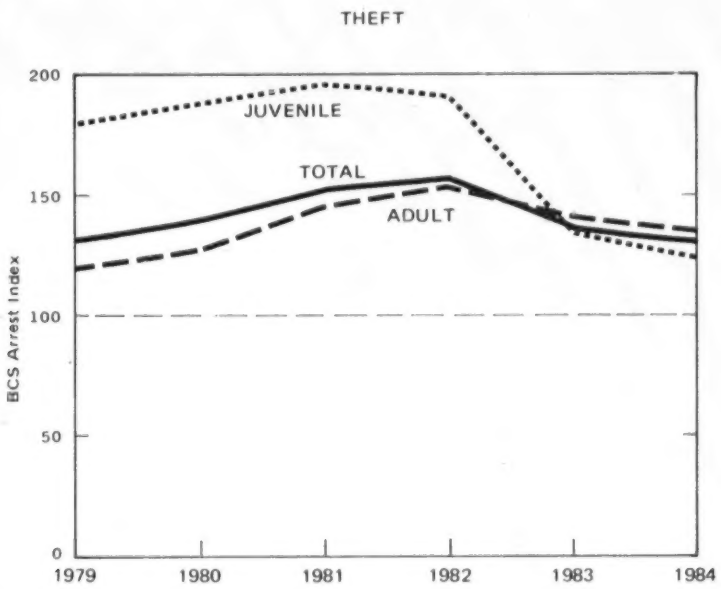
FELONY ARRESTS FOR PROPERTY CRIMES, 1979–1984
TOTAL, ADULT, AND JUVENILE ARRESTS BY OFFENSE
BCS Arrest Index (1974=100)



Source: Table 20b.

ARRESTS

FELONY ARRESTS FOR PROPERTY CRIMES, 1979–1984
TOTAL, ADULT, AND JUVENILE ARRESTS BY OFFENSE
BCS Arrest Index (1974=100)



Source: Table 20b.

THEFT ARRESTS

From 1983 to 1984:

- There was a 3.8 percent decrease in the rate of total arrests.
- There was a 2.7 percent decrease in the rate of adult arrests and a 7.6 percent decrease in the rate of juvenile arrests.

From 1979 to 1984:

- There was a .6 percent rate decrease in total arrests.
- There was a 13.9 percent rate increase in adult arrests and a 30.7 percent rate decrease in juvenile arrests.

In 1984, of 51,144 arrests for theft:

- Adult arrests accounted for 81.4 percent (41,621).
- Juvenile arrests accounted for 18.6 percent (9,523).

The marked decrease in theft arrest rates since 1982 may be due to the 1983 law which raised the felony theft value.

ARRESTS

MOTOR VEHICLE THEFT ARRESTS

From 1983 to 1984:

- There was a 2.2 percent increase in the rate of total arrests.
- There was a 3.4 percent increase in the rate of adult arrests and a .5 percent increase in the rate of juvenile arrests.

From 1979 to 1984:

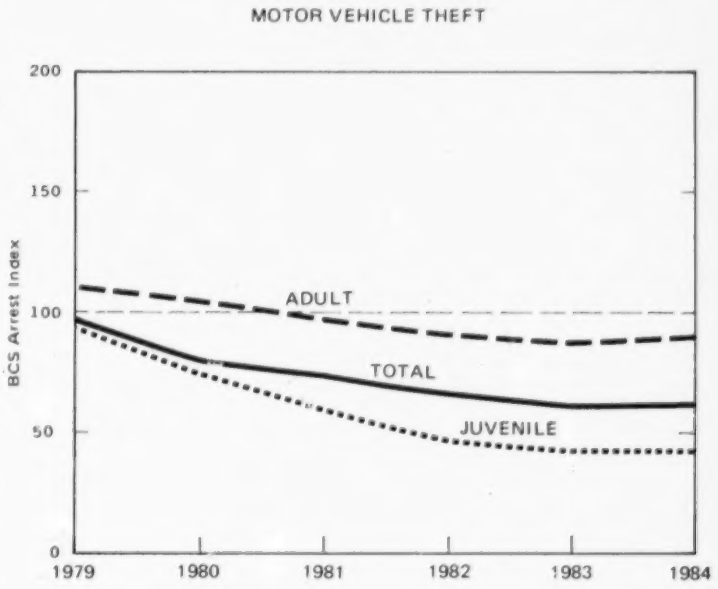
- There was a 35.2 percent rate decrease in total arrests.
- There was an 18.8 percent rate decrease in adult arrests and a 54.6 percent rate decrease in juvenile arrests.

In 1984, of 23,108 arrests for motor vehicle theft:

- Adult arrests accounted for 74.4 percent (17,184).
- Juvenile arrests accounted for 25.6 percent (5,924).

A review of property crime arrests shows that the largest change in rate, from 1979 to 1984, was seen in the juvenile arrest rate for motor vehicle theft (down 54.6 percent).

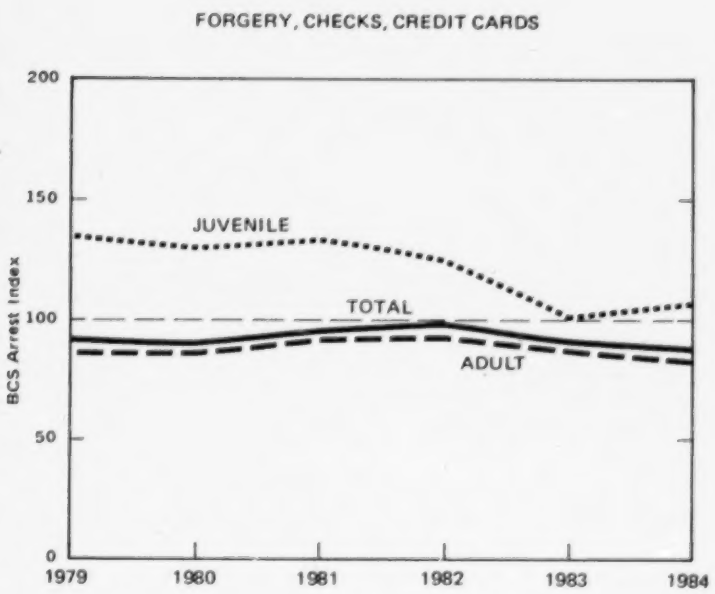
FELONY ARRESTS FOR PROPERTY CRIMES, 1979–1984
TOTAL, ADULT, AND JUVENILE ARRESTS BY OFFENSE
BCS Arrest Index (1974=100)



Source: Table 20b.

ARRESTS

FELONY ARRESTS FOR PROPERTY CRIMES, 1979–1984
TOTAL, ADULT, AND JUVENILE ARRESTS BY OFFENSE
BCS Arrest Index (1974=100)



Source: Table 20b.

FORGERY, CHECKS, AND CREDIT CARD ARRESTS

From 1983 to 1984:

- There was a 1.9 percent decrease in the rate of total arrests.
- There was a 2.9 percent decrease in the rate of adult arrests and a 7.9 percent increase in the rate of juvenile arrests.

From 1979 to 1984:

- There was a 1.9 percent rate decrease in total arrests.
- There was a 1.3 percent rate decrease in adult arrests and a 19.4 percent rate decrease in juvenile arrests.

In 1984, of 12,138 arrests for forgery, checks, and credit cards:

- Adult arrests accounted for 93.2 percent (11,316).
- Juvenile arrests accounted for 6.8 percent (822).

ARRESTS

ARSON ARRESTS

From 1983 to 1984:

- There was an 8.0 percent increase in the rate of total arrests.
- There was a 1.7 percent decrease in the rate of adult arrests and a 25.5 percent increase in the rate of juvenile arrests.

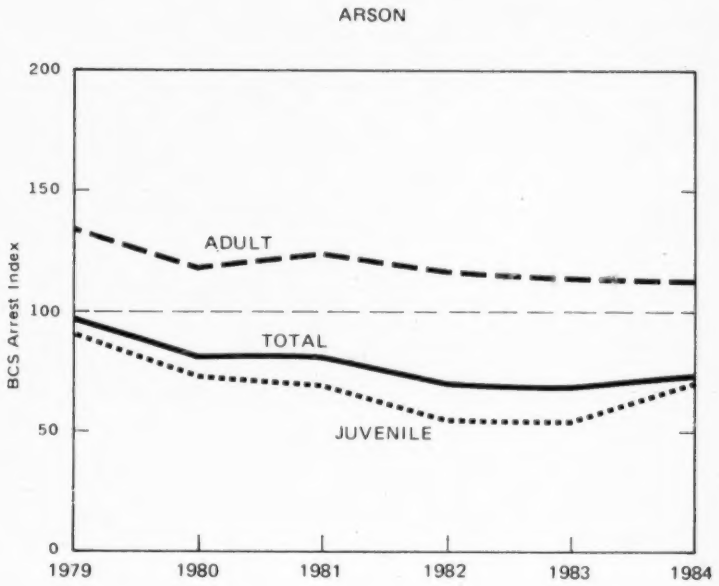
From 1979 to 1984:

- There was a 23.4 percent rate decrease in total arrests.
- There was a 15.7 percent rate decrease in adult arrests and a 22.5 percent rate decrease in juvenile arrests.

In 1984, of 2,066 arrests for arson:

- Adult arrests accounted for 54.2 percent (1,119).
- Juvenile arrests accounted for 45.8 percent (947).

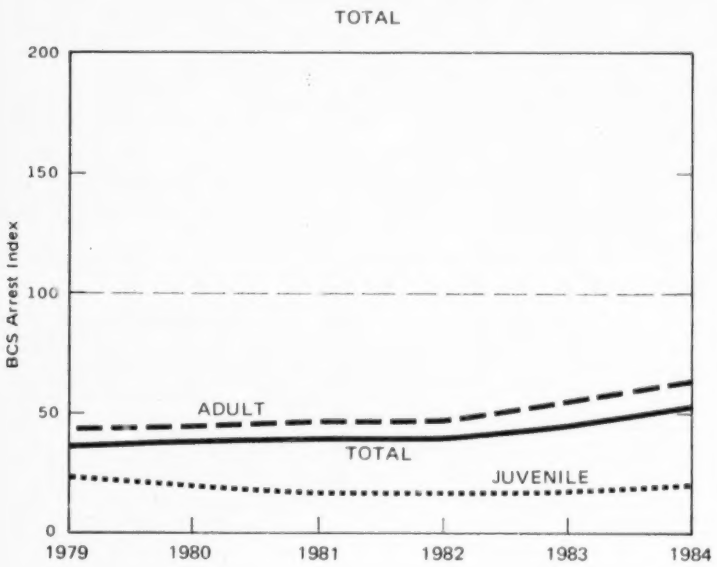
FELONY ARRESTS FOR PROPERTY CRIMES, 1979–1984
TOTAL, ADULT, AND JUVENILE ARRESTS BY OFFENSE
BCS Arrest Index (1974=100)



Source: Table 20b.

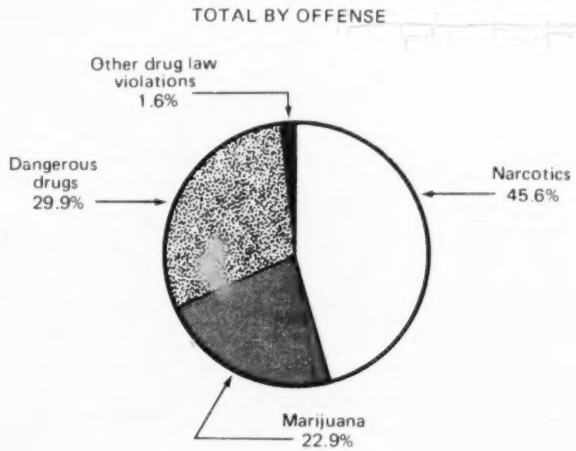
ARRESTS

FELONY ARRESTS FOR DRUG LAW VIOLATIONS, 1979–1984
TOTAL, ADULT, AND JUVENILE ARRESTS
BCS Arrest Index (1974=100)



Source: Table 20c.

FELONY ARRESTS FOR DRUG LAW VIOLATIONS, 1984



Source: Table 18.

DRUG LAW VIOLATION ARRESTS, 1979–1984

Drug law violations include narcotics (heroin, cocaine, etc.), marijuana, dangerous drugs (barbiturates, phencyclidine, etc.), and "other" drug law violations.

As presented in Table 20c (page 118), a breakdown of data are not available for 1974. Therefore, individual offense charts are based upon rates per 100,000 population from 1979–1984, rather than indexed to the 1974 base year.

Total, Adult, and Juvenile

From 1983 to 1984:

- There was a 15.7 percent increase in the rate of total arrests.
- There was a 14.9 percent increase in the rate of adult arrests and a 23.4 percent increase in the rate of juvenile arrests.

From 1979 to 1984:

- There was a 36.9 percent rate increase in total arrests.
- There was a 42.3 percent rate increase in adult arrests and a 6.7 percent rate decrease in juvenile arrests.

In 1984, of 93,124 felony arrests for drug law violations:

- Narcotic arrests accounted for 45.6 percent (42,479).
- Marijuana arrests accounted for 22.9 percent (21,350).
- Dangerous drug arrests accounted for 29.9 percent (27,820).
- "Other" drug law violation arrests accounted for 1.6 percent (1,475).

Since 1982, both adult and juvenile arrest rates for drug law violations have increased (32.2 and 24.7 percent, respectively).

ARRESTS

DRUG LAW VIOLATION ARRESTS, 1984

Of 93,124 felony arrests for drug law violations reported:

- Adult arrests accounted for 92.0 percent (85,696).
- Juvenile arrests accounted for 8.0 percent (7,428).

Of the 42,479 felony arrests for narcotic offenses:

- Adult arrests accounted for 95.2 percent (40,430).
- Juvenile arrests accounted for 4.8 percent (2,049).

Of the 21,350 felony arrests for marijuana offenses:

- Adult arrests accounted for 84.4 percent (18,020).
- Juvenile arrests accounted for 15.6 percent (3,330).

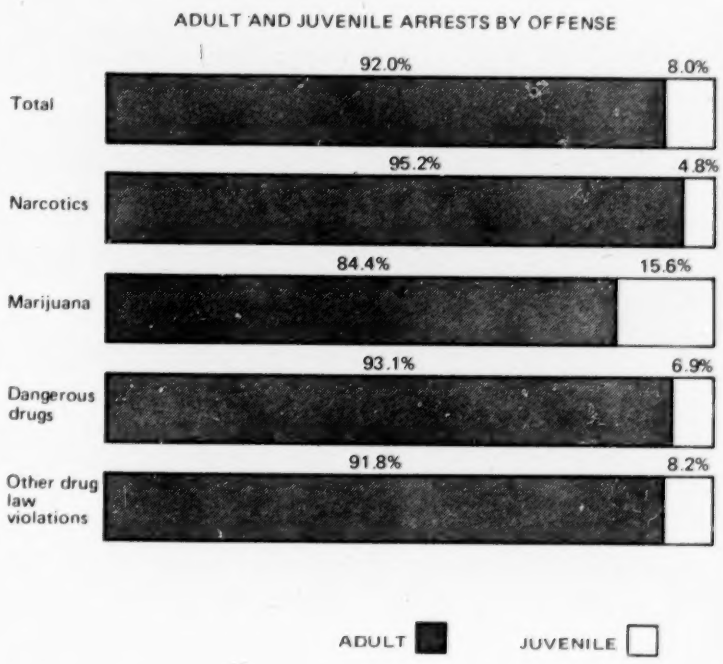
Of the 27,820 felony arrests for dangerous drug offenses:

- Adult arrests accounted for 93.1 percent (25,892).
- Juvenile arrests accounted for 6.9 percent (1,928).

Of the 1,475 felony arrests for other drug law violations:

- Adult arrests accounted for 91.8 percent (1,354).
- Juvenile arrests accounted for 8.2 percent (121).

FELONY ARRESTS FOR DRUG LAW VIOLATIONS, 1984

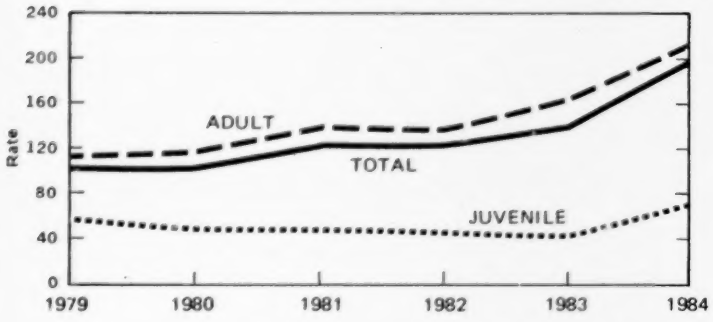


Source: Table 19.

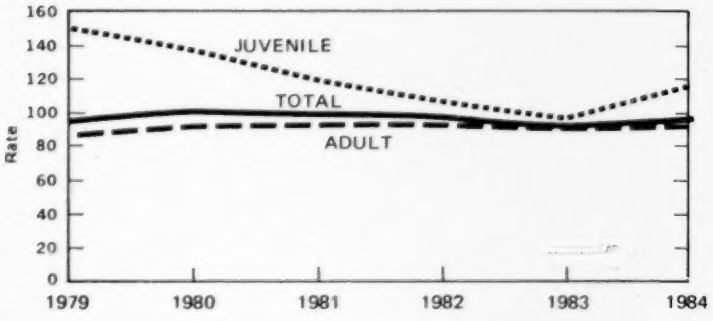
ARRESTS

FELONY ARRESTS FOR DRUG LAW VIOLATIONS, 1979–1984
TOTAL, ADULT, AND JUVENILE ARRESTS BY OFFENSE
Rate per 100,000 Population at Risk

NARCOTICS



MARIJUANA



Source: Table 20c.

NARCOTIC ARRESTS

From 1983 to 1984:

- There was a 32.7 percent increase in the rate of total arrests.
- There was a 30.8 percent rate increase in adult arrests and a 71.2 percent rate increase in juvenile arrests.

From 1979 to 1984:

- There was an 88.1 percent rate increase in total arrests.
- There was a 91.2 percent rate increase in adult arrests and a 23.1 percent rate increase in juvenile arrests.

MARIJUANA ARRESTS

From 1983 to 1984:

- There was a 5.7 percent increase in the rate of total arrests.
- There was a 3.7 percent increase in the rate of adult arrests and an 18.6 percent increase in the rate of juvenile arrests.

From 1979 to 1984:

- There was a 1.1 percent rate increase in total arrests.
- There was a 9.2 percent rate increase in adult arrests and a 23.1 percent rate decrease in juvenile arrests.

ARRESTS

DANGEROUS DRUG ARRESTS

From 1983 to 1984:

- There was an 8.6 percent increase in the rate of total arrests.
- There was an 8.3 percent rate increase in adult arrests and a 7.9 percent rate increase in juvenile arrests.

From 1979 to 1984:

- There was a 25.6 percent rate increase in total arrests.
- There was a 26.1 percent rate increase in adult arrests and a 6.5 percent rate increase in juvenile arrests.

OTHER DRUG LAW VIOLATION ARRESTS

From 1983 to 1984:

- There was a 44.3 percent decrease in the rate of total arrests.
- There was a 43.8 percent rate decrease in adult arrests and a 47.5 percent rate decrease in juvenile arrests.

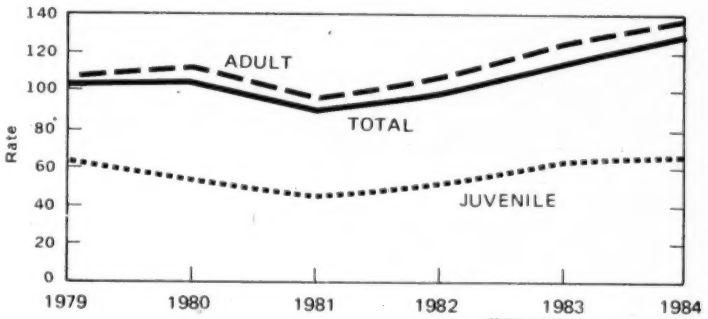
From 1979 to 1984:

- There was a 32.7 percent rate decrease in total arrests.
- There was a 33.9 percent rate decrease in adult arrests and a 25.0 percent rate decrease in juvenile arrests.

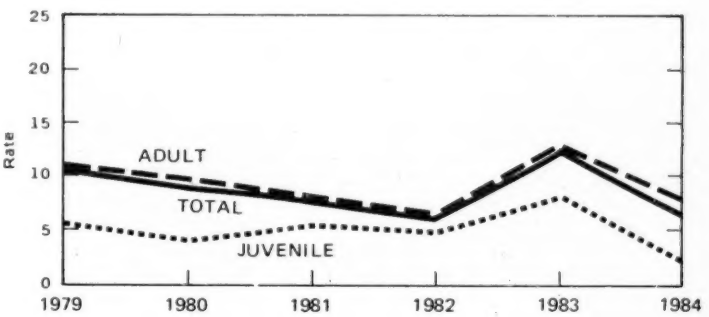
The rate increase in total drug law violations was largely due to the increase in narcotic arrests (32.7 percent).

FELONY ARRESTS FOR DRUG LAW VIOLATIONS, 1979–1984
TOTAL, ADULT, AND JUVENILE ARRESTS BY OFFENSE
Rate per 100,000 Population at Risk

DANGEROUS DRUGS

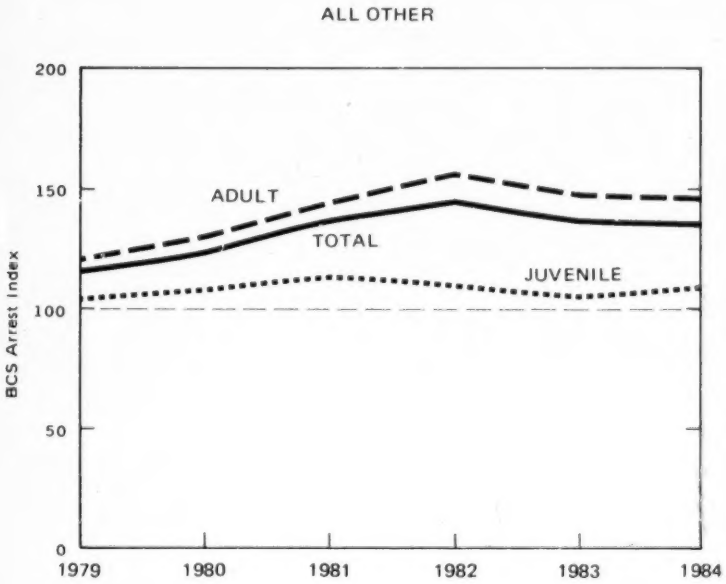


OTHER DRUG LAW VIOLATIONS



Source: Table 20c.

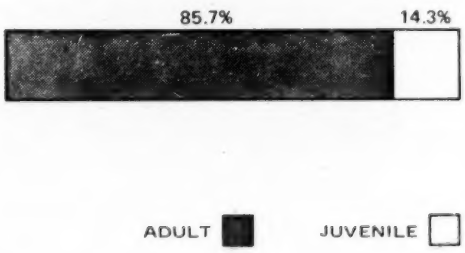
FELONY ARRESTS FOR ALL OTHER OFFENSES, 1979–1984
TOTAL, ADULT, AND JUVENILE ARRESTS
BCS Arrest Index (1974=100)



Source: Table 20c.

FELONY ARRESTS FOR ALL OTHER OFFENSES, 1984

ADULT AND JUVENILE ARRESTS



Source: Table 16.

ALL OTHER FELONY ARRESTS, 1979–1984

Total, Adult, and Juvenile

This category includes arrests for "other" felony offenses such as sex law violations, driving under the influence, weapons, and escape.

From 1983 to 1984:

- There was an .8 percent increase in the rate of total arrests.
- There was a .2 percent increase in the rate of adult arrests and a 4.9 percent increase in the rate of juvenile arrests.

From 1979 to 1984:

- There was an 18.6 percent rate increase in total arrests.
- There was a 21.8 percent rate increase in adult arrests and a 5.6 percent rate increase in juvenile arrests.

In 1984, of 50,549 felony arrests for all "other" offenses:

- Adult arrests accounted for 85.7 percent (43,338).
- Juvenile arrests accounted for 14.3 percent (7,211).

ARRESTS

MISDEMEANOR ARRESTS, 1979–1984

Total, Adult, and Juvenile

As shown in Table 22 (page 120),

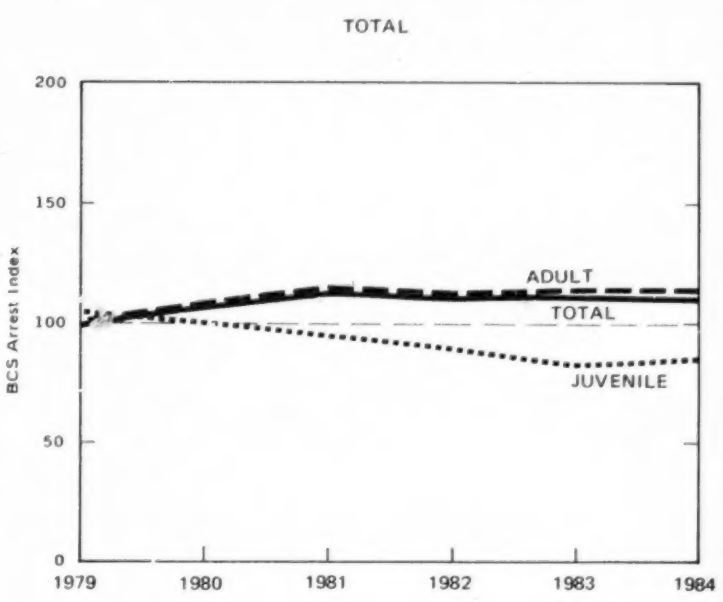
From 1983 to 1984:

- There was no change in the rate of total arrests.
- There was a .4 percent decrease in the rate of adult arrests and a 3.0 percent increase in the rate of juvenile arrests.

From 1979 to 1984:

- There was an 8.5 percent rate increase in total arrests.
- There was a 12.6 percent rate increase in adult arrests and a 19.3 percent rate decrease in juvenile arrests.

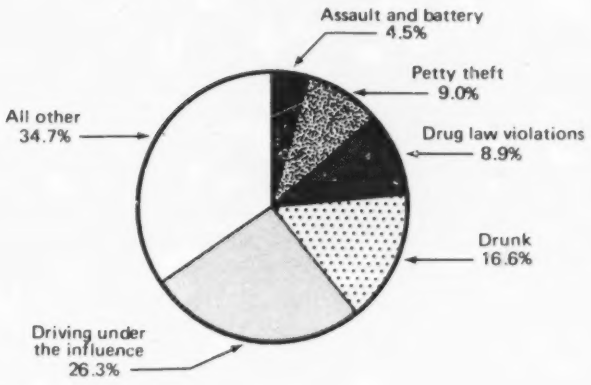
MISDEMEANOR ARRESTS, 1979–1984
TOTAL, ADULT, AND JUVENILE ARRESTS
BCS Arrest Index (1974=100)



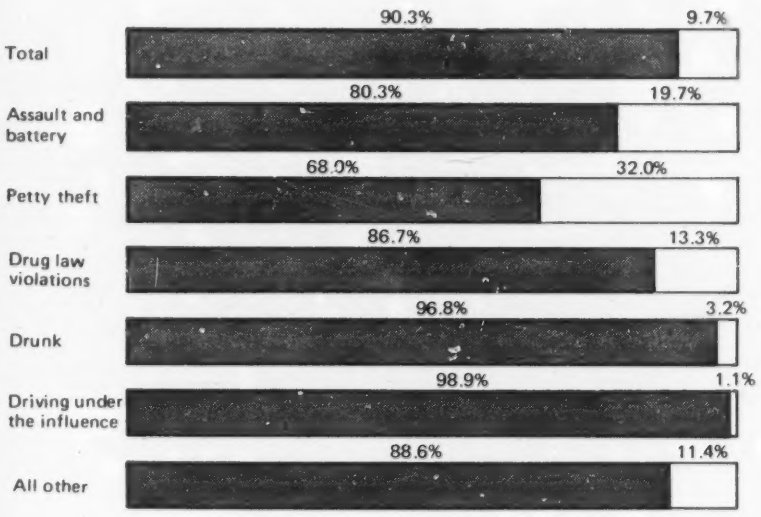
Source: Table 22.

MISDEMEANOR ARRESTS, 1984

TOTAL ARRESTS BY OFFENSE



ADULT AND JUVENILE ARRESTS BY OFFENSE



Source: Table 21.

MISDEMEANOR ARRESTS, 1984

Of 1,312,370 misdemeanor arrests reported:

- Assault and battery accounted for 4.5 percent (59,681).
- Petty theft accounted for 9.0 percent (117,803).
- Drug law violations accounted for 8.9 percent (117,119).
- Drunk offenses accounted for 16.6 percent (217,448).
- Driving under the influence accounted for 26.3 percent (345,497).
- "All other" offenses accounted for 34.7 percent (454,822).

And,

- Adult arrests accounted for 90.3 percent (1,184,744).
- Juvenile arrests accounted for 9.7 percent (127,626).

ARRESTS

ASSAULT AND BATTERY ARRESTS

From 1983 to 1984:

- There was a 2.3 percent increase in the rate of total arrests.
- There was a 2.1 percent increase in the rate of adult arrests and a 4.3 percent increase in the rate of juvenile arrests.

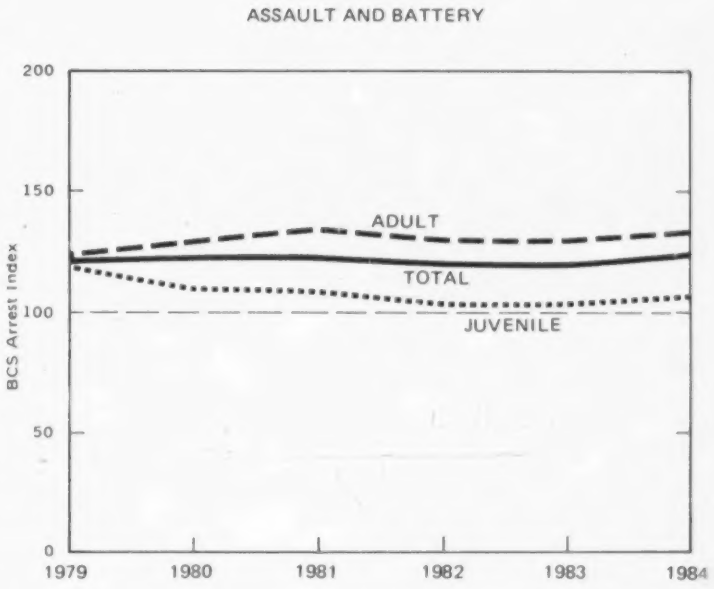
From 1979 to 1984:

- There was a 2.0 percent rate increase in total arrests.
- There was a 7.3 percent rate increase in adult arrests and a 9.1 percent rate decrease in juvenile arrests.

In 1984, of 59,681 arrests for assault and battery:

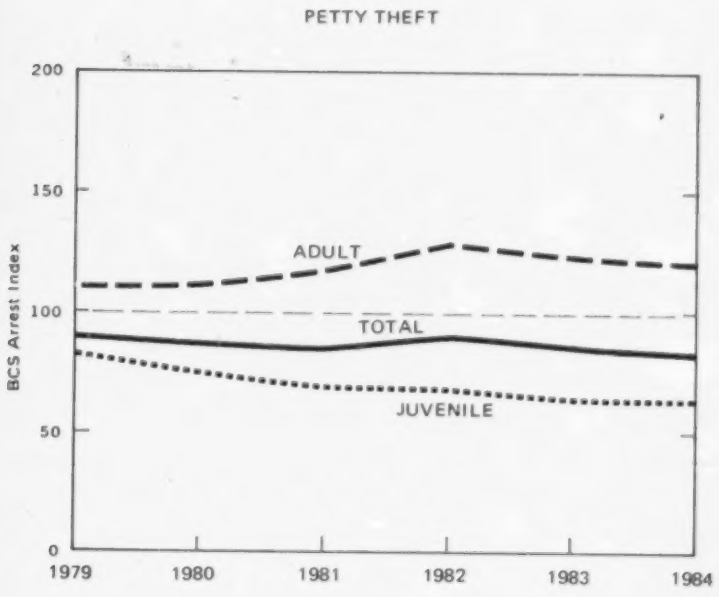
- Adult arrests accounted for 80.3 percent (47,903).
- Juvenile arrests accounted for 19.7 percent (11,778).

MISDEMEANOR ARRESTS, 1979–1984
TOTAL, ADULT, AND JUVENILE ARRESTS BY OFFENSE
BCS Arrest Index (1974=100)



Source: Table 22.

MISDEMEANOR ARRESTS, 1979–1984
TOTAL, ADULT, AND JUVENILE ARRESTS BY OFFENSE
BCS Arrest Index (1974=100)



Source: Table 22.

PETTY THEFT ARRESTS

From 1983 to 1984:

- There was a 2.4 percent decrease in the rate of total arrests.
- There was a 2.7 percent decrease in the rate of adult arrests and no change in the rate of juvenile arrests.

From 1979 to 1984:

- There was a 7.2 percent rate decrease in total arrests.
- There was a 9.2 percent rate increase in adult arrests and a 21.7 percent rate decrease in juvenile arrests.

In 1984, of 117,803 arrests for petty theft:

- Adult arrests accounted for 68.0 percent (80,115).
- Juvenile arrests accounted for 32.0 percent (37,688).

ARRESTS

DRUG LAW VIOLATION ARRESTS

This category includes arrests for marijuana and "other" drug law violations such as possession of paraphernalia and being under the influence of drugs.

From 1983 to 1984:

- There was an 8.6 percent increase in the rate of total arrests.
- There was a 7.8 percent increase in the rate of adult arrests and a 13.9 percent increase in the rate of juvenile arrests.

From 1979 to 1984:

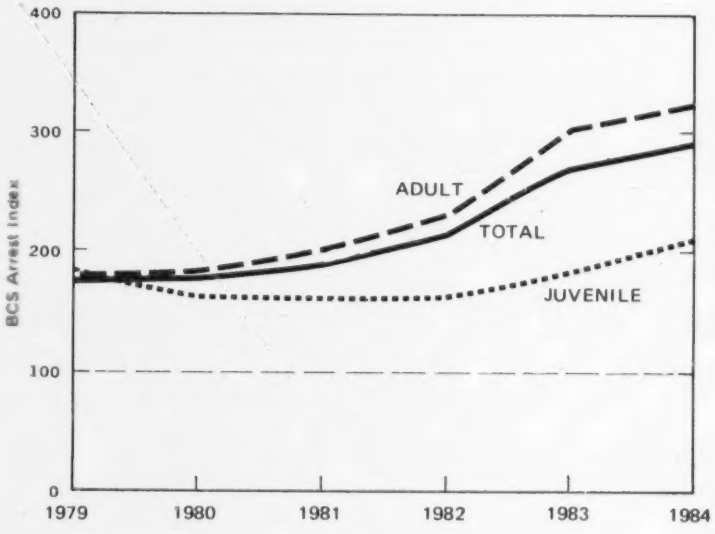
- There was a 66.7 percent rate increase in total arrests.
- There was an 81.3 percent rate increase in adult arrests and a 15.0 percent rate increase in juvenile arrests.

In 1984, of 117,119 arrests for drug law violations:

- Adult arrests accounted for 86.7 percent (101,529).
- Juvenile arrests accounted for 13.3 percent (15,590).

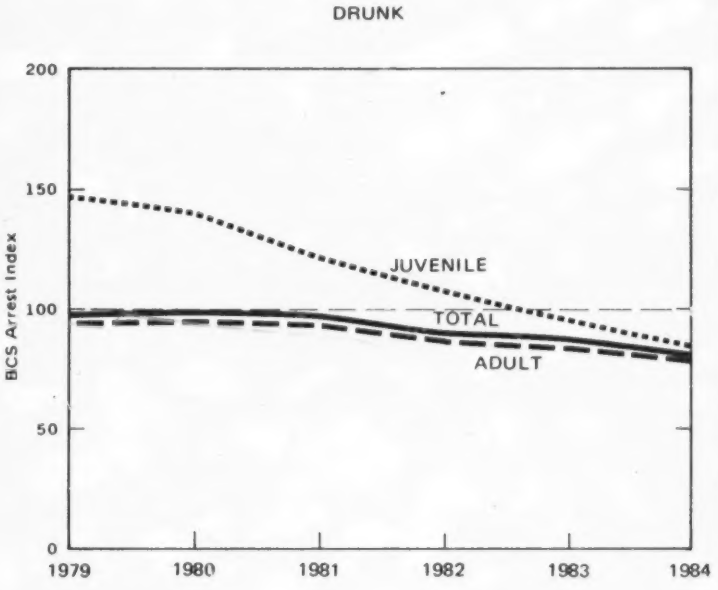
MISDEMEANOR ARRESTS, 1979–1984
TOTAL, ADULT, AND JUVENILE ARRESTS BY OFFENSE
BCS Arrest Index (1974=100)

DRUG LAW VIOLATIONS



Source: Table 22.

MISDEMEANOR ARRESTS, 1979–1984
TOTAL, ADULT, AND JUVENILE ARRESTS BY OFFENSE
BCS Arrest Index (1974=100)



Source: Table 22.

DRUNK ARRESTS

From 1983 to 1984:

- There was a 5.7 percent decrease in the rate of total arrests.
- There was a 5.9 percent decrease in the rate of adult arrests and an 8.3 percent decrease in the rate of juvenile arrests.

From 1979 to 1984:

- There was a 15.6 percent rate decrease in total arrests.
- There was a 15.7 percent rate decrease in adult arrests and a 40.6 percent rate decrease in juvenile arrests.

In 1984, of 217,448 arrests for drunk offenses:

- Adult arrests accounted for 96.8 percent (210,490).
- Juvenile arrests accounted for 3.2 percent (6,958).

ARRESTS

DRIVING UNDER THE INFLUENCE ARRESTS

This category includes arrests for driving under the influence of intoxicating liquor, driving under the influence of drugs, or the combined influence of intoxicating liquor and any drug.

From 1983 to 1984:

- There was a 1.5 percent decrease in the rate of total arrests.
- There was a 1.9 percent decrease in the rate of adult arrests and a 2.2 percent decrease in the rate of juvenile arrests.

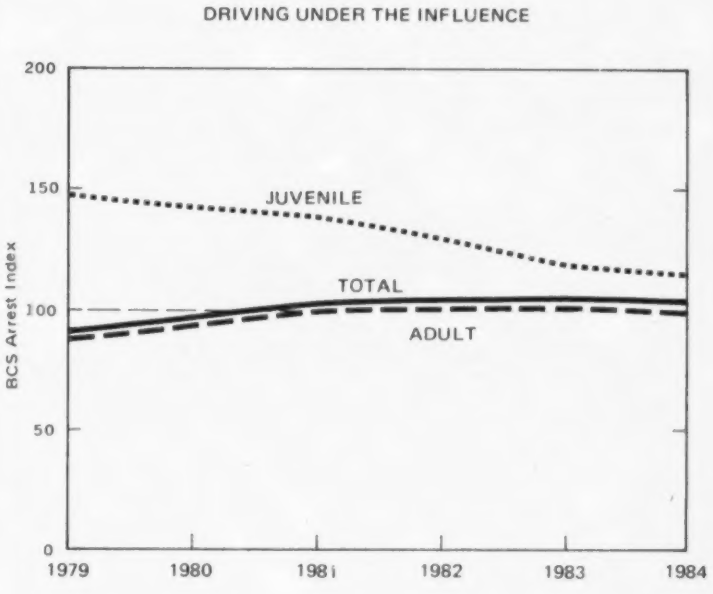
From 1979 to 1984:

- There was a 13.3 percent rate increase in total arrests.
- There was an 11.6 percent rate increase in adult arrests and a 21.1 percent rate decrease in juvenile arrests.

In 1984, of 345,497 arrests for driving under the influence offenses:

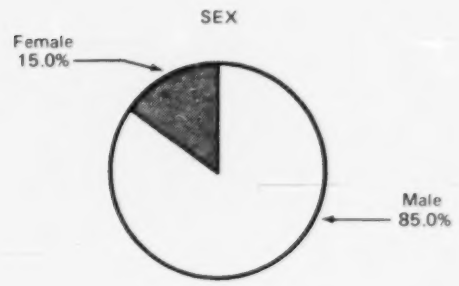
- Adult arrests accounted for 98.9 percent (341,579).
- Juvenile arrests accounted for 1.1 percent (3,918).

MISDEMEANOR ARRESTS, 1979–1984
TOTAL, ADULT, AND JUVENILE ARRESTS BY OFFENSE
BCS Arrest Index (1974=100)



Source: Table 22.

PERSONAL CHARACTERISTICS OF FELONY AND MISDEMEANOR ARRESTEES, 1984



Source: Table 26.

PERSONAL CHARACTERISTICS OF FELONY AND MISDEMEANOR ARRESTEES, 1984

Sex, Age, and Race/Ethnic Group of Arrestee

As shown in Table 26 (page 124).

SEX OF ARRESTEE

Of 1,697,231 persons arrested for felony and misdemeanor offenses:

- Males accounted for 85.0 percent (1,442,037).
- Females accounted for 15.0 percent (255,194).

Of the 1,442,037 males arrested,

- Felony offenses accounted for 22.9 percent (330,266).
- Misdemeanor offenses accounted for 77.1 percent (1,111,771).

And, of the 255,194 females arrested,

- Felony offenses accounted for 21.4 percent (54,595).
- Misdemeanor offenses accounted for 78.6 percent (200,599).

ARRESTS

AGE OF ARRESTEE

Of 1,697,231 persons arrested for felony and misdemeanor offenses:

- Those under 20 years of age accounted for 20.6 percent (349,471).
- Those 20–29 years of age accounted for 44.5 percent (755,401).
- Those 30 years of age and over accounted for 34.9 percent (592,359).

Of the 349,471 arrestees under 20 years of age,

- Felony arrests accounted for 31.7 percent (110,873).
- Misdemeanor arrests accounted for 68.3 percent (238,598).

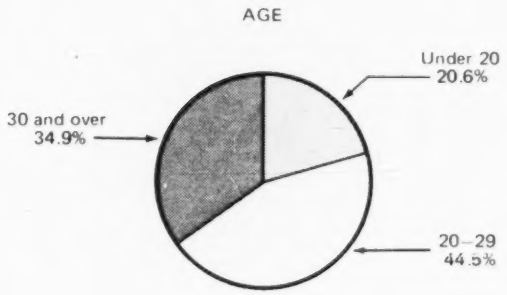
Of the 755,401 arrestees 20–29 years of age,

- Felony arrests accounted for 22.5 percent (170,220).
- Misdemeanor arrests accounted for 77.5 percent (585,181).

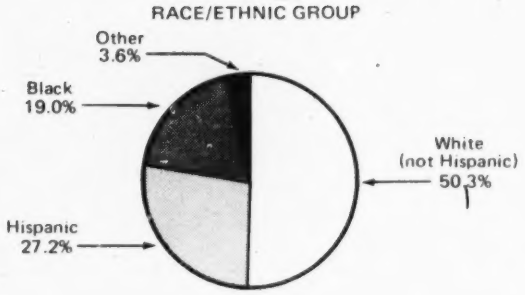
And, of the 592,359 arrestees 30 years of age and over,

- Felony arrests accounted for 17.5 percent (103,768).
- Misdemeanor arrests accounted for 82.5 percent (488,591).

PERSONAL CHARACTERISTICS OF FELONY AND MISDEMEANOR ARRESTEES, 1984



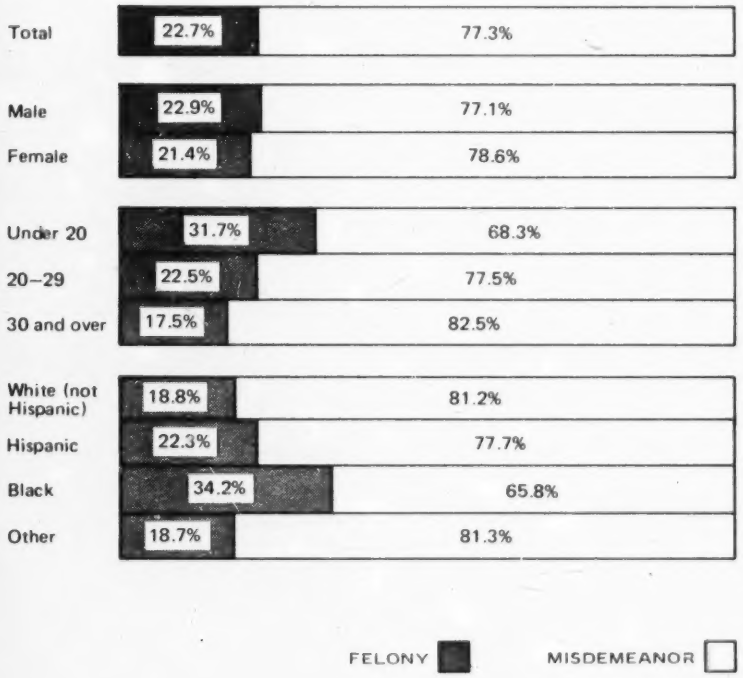
ARRESTS



Note: Percents may not add to 100.0 because of rounding.
Source: Table 26.

FELONY AND MISDEMEANOR ARRESTS, 1984

SEX, AGE, AND RACE/ETHNIC GROUP OF ARRESTEE



Source: Table 26.

RACE/ETHNIC GROUP OF ARRESTEE

Of 1,697,231 persons arrested for felony and misdemeanor offenses:

- White (not Hispanic) arrestees accounted for 50.3 percent (852,937).
- Hispanic arrestees accounted for 27.2 percent (461,909).
- Black arrestees accounted for 19.0 percent (321,724).
- Other race/ethnic groups accounted for 3.6 percent (60,661).

Of the 852,937 whites (not Hispanic),

- Felony arrests accounted for 18.8 percent (160,748).
- Misdemeanor arrests accounted for 81.2 percent (692,189).

Of the 461,909 Hispanics,

- Felony arrests accounted for 22.3 percent (102,879).
- Misdemeanor arrests accounted for 77.7 percent (359,030).

Of the 321,724 blacks,

- Felony arrests accounted for 34.2 percent (109,904).
- Misdemeanor arrests accounted for 65.8 percent (211,820).

And, of the 60,661 persons grouped as other,

- Felony arrests accounted for 18.7 percent (11,330).
- Misdemeanor arrests accounted for 81.3 percent (49,331).

ARRESTS

DISCUSSION OF CHANGES IN ARREST RATES BASED ON DIFFERENT AT-RISK POPULATIONS

An arrest rate is the ratio of the number of reported arrests to the population at risk. The three comparison populations used in the Arrests section of this report are: adults (18 years of age and over); juveniles (10–17 years of age); and total (10 years of age and over). If, in calculating periodic changes in arrest rates of any one of these three populations, the size of the population remained constant:

- The arrest rate in any given year would be larger than that of a previous year if the number of arrests reported that year was larger than that of the previous year.

- The arrest rate in any given year would be smaller than that of a previous year if the number of arrests reported that year was smaller than that of the previous year.

However, if the number of arrests remained constant and the size of the population changed,

- The arrest rate in any given year would be smaller than that of a previous year if the population increased.

- The arrest rate in any given year would be larger than that of a previous year if the population decreased.

Because both the number of arrests and the at-risk populations upon which adult and juvenile arrest rates are based are independent, one would not expect any relationship between the percent change in adult and juvenile arrest rates from one year to another. However, because total arrest rates are based on the sums of both adult and juvenile arrests and adult and juvenile at-risk populations, one would expect the percent change in the total arrest rate from one year to another to reflect percent changes in adult and juvenile arrest rates during the same time period. It does; but the relationship is complex. This complexity is attributed to the fact that percent change in the total arrest rate from one year to another is the result of independent changes in *both* the number of arrests and the at-risk populations of adults and juveniles in those years. Consequently, in some instances, it is extremely difficult to relate either the magnitude or the direction (positive or negative) of the change in the total arrest rate with those of changes in adult and juvenile arrest rates.

For example, in the analysis of total arrests on page 27, it was stated that from 1979 to 1984 there was a 5.4 percent increase in the total arrest rate, and, during the same period, there was a 12.0 percent increase in the adult arrest rate, and a 21.4 percent decrease in the juvenile arrest rate.

The apparent inconsistency between changes in the total arrest rate and adult and juvenile arrest rates can best be understood by mathematically showing exactly how each occurred.

ARRESTS

The raw data for the illustration which follows is taken from arrest data presented in Table 14 and annual at-risk populations shown in Table 59.

Total Arrest Rate

For 1979, the arrest rate per 100,000 population at risk equals

$$\frac{1{,}492{,}508 \text{ (arrests)}}{19{,}857{,}237 \text{ (population at risk)}} \times 100{,}000 = 7{,}516.2 \text{ (arrest rate)}.$$

For 1984, the arrest rate per 100,000 population at risk equals

$$\frac{1{,}723{,}955 \text{ (arrests)}}{21{,}757{,}477 \text{ (population at risk)}} \times 100{,}000 = 7{,}923.5 \text{ (arrest rate)}.$$

From 1979 to 1984, the change in the arrest rate equals

$$\frac{7{,}923.5 - 7{,}516.2}{7{,}516.2} \times 100 = 5.4 \text{ percent}.$$

Adult Arrest Rate

For 1979, the arrest rate per 100,000 population equals

$$\frac{1{,}195{,}001 \text{ (arrests)}}{16{,}850{,}501 \text{ (population at risk)}} \times 100{,}000 = 7{,}091.8 \text{ (arrest rate)}.$$

For 1984, the arrest rate per 100,000 population at risk equals

$$\frac{1{,}500{,}616 \text{ (arrests)}}{18{,}886{,}160 \text{ (population at risk)}} \times 100{,}000 = 7{,}945.6 \text{ (arrest rate)}.$$

From 1979 to 1984, the change in the arrest rate equals

$$\frac{7{,}945.6 - 7{,}091.8}{7{,}091.8} \times 100 = 12.0 \text{ percent}.$$

Juvenile Arrest Rate

For 1979, the arrest rate per 100,000 population equals

$$\frac{297{,}507 \text{ (arrests)}}{3{,}006{,}736 \text{ (population at risk)}} \times 100{,}000 = 9{,}894.7 \text{ (arrest rate)}.$$

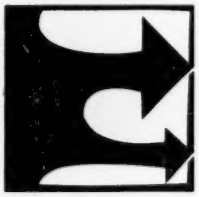
For 1984, the arrest rate per 100,000 population equals

$$\frac{223{,}339 \text{ (arrests)}}{2{,}871{,}317 \text{ (population at risk)}} \times 100{,}000 = 7{,}778.3 \text{ (arrest rate)}.$$

From 1979 to 1984, the change in the arrest rate equals

$$\frac{7{,}778.3 - 9{,}894.7}{9{,}894.7} \times 100 = -21.4 \text{ percent}.$$

ADULT FELONY ARREST DISPOSITIONS



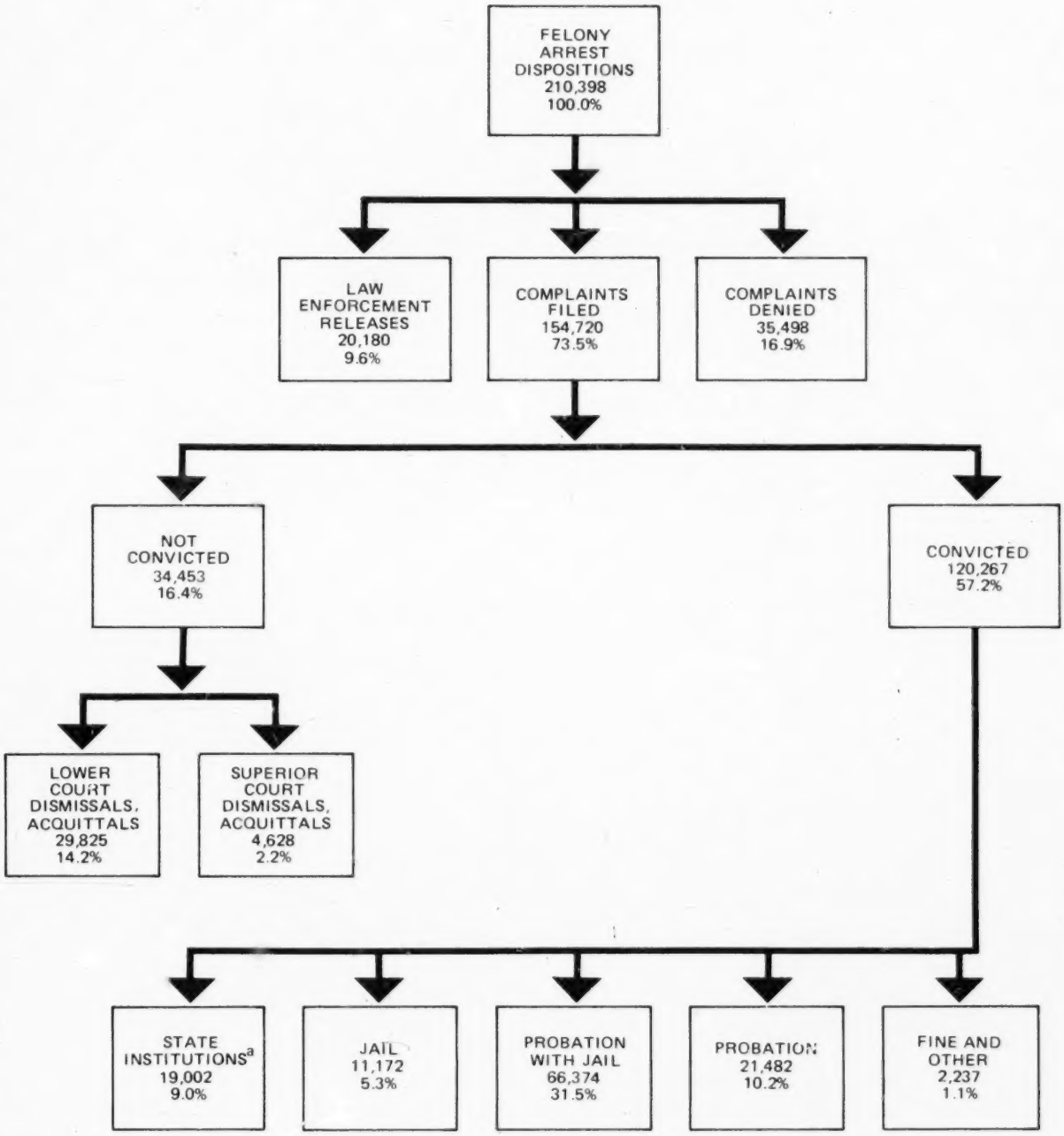
ADULT FELONY ARREST DISPOSITIONS IN 1984

The Offender-Based Transaction Statistics (OBTS) System in California describes the aggregate experience of adults arrested for felony offenses from their arrest through final disposition. Data pertain specifically to the 210,398 adult felony arrests reaching final disposition in 1984 which were reported to the Bureau of Criminal Statistics (BCS) and received by the April 19th cutoff date. We estimate that this number represents approximately 70 percent of all adult felony arrests receiving final dispositions in 1984. Similar levels of reporting also occurred in previous years. The Data Limitations Section of this report contains additional information about this. Despite less than complete reporting, the arrest dispositions which were received by the Department of Justice generally describe the statewide processing of adult felony arrestees through California's criminal justice system in 1984.

The flow chart displays the processing of felony arrest dispositions reported for 1984. After arrest, the subject is released by the arresting agency or referred to the prosecutor, who determines if enough evidence is available to justify filing a complaint. The arrestee is released by the prosecutor or referred to court for adjudication. Either dismissal, acquittal, or conviction occurs at the court level.

A more detailed report on 1984 adult felony arrest dispositions will be published later this year.

ADULT FELONY ARREST DISPOSITIONS, 1984


FELONY ARREST DISPOSITIONS 210,398 100.0%
LAW ENFORCEMENT RELEASES 20,180 9.6%
COMPLAINTS FILED 154,720 73.5%
COMPLAINTS DENIED 35,498 16.9%
NOT CONVICTED 34,453 16.4%
CONVICTED 120,267 57.2%
LOWER COURT DISMISSALS, ACQUITTALS 29,825 14.2%
SUPERIOR COURT DISMISSALS, ACQUITTALS 4,628 2.2%
STATE INSTITUTIONS[a] 19,002 9.0%
JAIL 11,172 5.3%
PROBATION WITH JAIL 66,374 31.5%
PROBATION 21,482 10.2%
FINE AND OTHER 2,237 1.1%

[a]Includes sentences to prison, Youth Authority, and California Rehabilitation Center, as well as 27 death penalty sentences.
Note: Percents may not add to 100.0 because of rounding.
Source: Table 37.

ADULT DISPOSITIONS

DISPOSITIONS OF ADULT FELONY ARRESTS

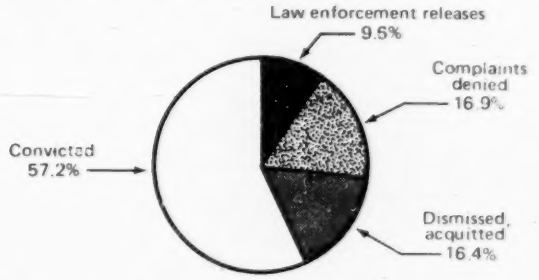
Of the 210,398 adult felony arrest dispositions reported:

- Releases accounted for 26.5 percent.
  - Law enforcement releases were 9.6 percent of the total.
  - Prosecutor complaints denied were 16.9 percent of the total.
- Complaints filed accounted for 73.5 percent.
  - Dismissals and acquittals were 16.4 percent of the total.
  - Convictions in lower and superior courts were 57.2 percent of the total.

Of all offenses shown:

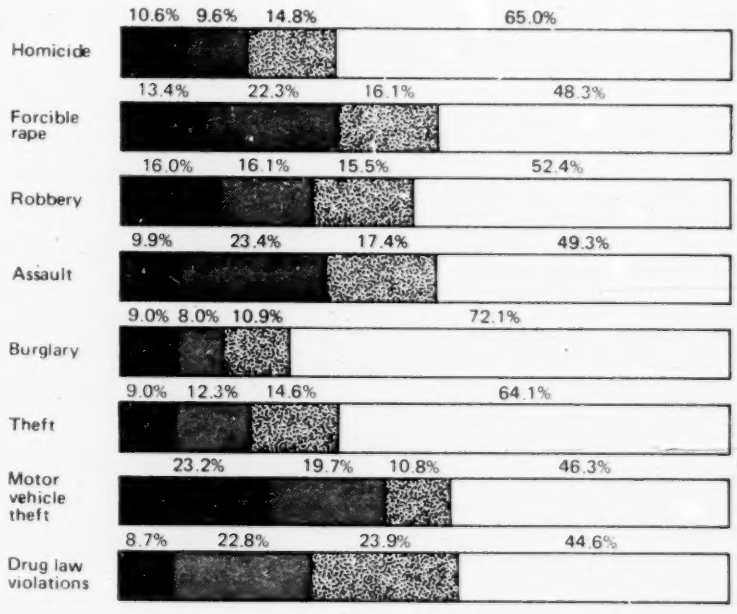
- Motor vehicle theft had the highest law enforcement release rate (23.2 percent), while drug law violations, burglary, and theft showed the lowest rates (8.7, 9.0, and 9.0 percent, respectively).
- Assault showed the highest rate of complaints denied (23.4 percent), while burglary showed the lowest rate (8.0 percent).
- Drug law violations had the highest court dismissal/acquittal rate (23.9 percent), while motor vehicle theft and burglary had the lowest rates (10.8 and 10.9 percent, respectively).
- Burglary had the highest conviction rate (72.1 percent), while drug law violations had the lowest conviction rate (44.6 percent).

DISPOSITIONS OF ADULT FELONY ARRESTS, 1984
Type of Disposition



Note: Percents may not add to 100.0 because of rounding.
Source: Table 37.

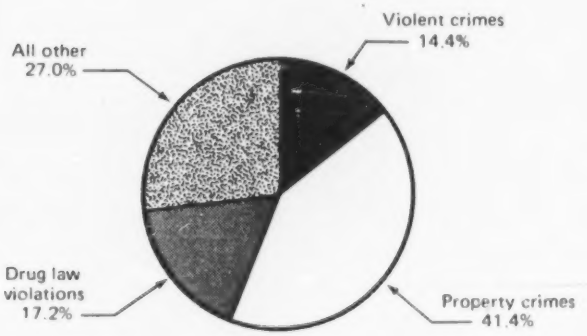
DISPOSITIONS OF ADULT FELONY ARRESTS, 1984
Type of Disposition by Arrest Offense



Note: Percents may not add to 100.0 because of rounding.
Source: Table 38.

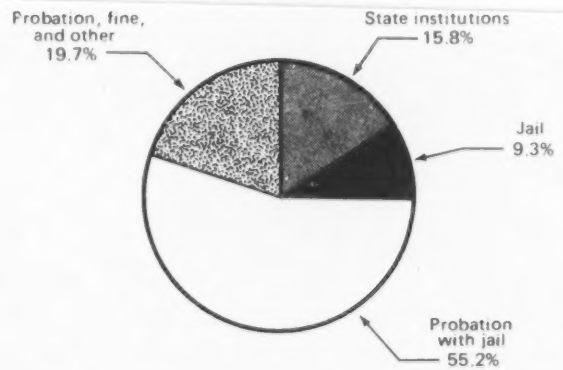
ADULT DISPOSITIONS

ADULT FELONY ARRESTEES CONVICTED IN 1984
By Offense Category



Notes: Violent crimes include homicide, forcible rape, robbery, and assault. Property crimes include burglary, theft, and motor vehicle theft. The convicted offenses in offense categories include both misdemeanors and felonies.
Source: Table 40.

SENTENCES OF ADULT FELONY ARRESTEES
CONVICTED IN 1984
Type of Sentence



Note: State institutions include prison, Youth Authority, and California Rehabilitation Center, as well as 27 death penalty sentences.
Source: Table 39.

SENTENCES OF CONVICTED ADULT FELONY ARRESTEES

Of the 120,267 convictions:

- Violent crimes accounted for 14.4 percent of the total.
- Property crimes accounted for 41.4 percent of the total.
- Drug law violations accounted for 17.2 percent of the total.
- "All other" accounted for 27.0 percent of the total. "All other" offenses include weapon offenses, driving under the influence, sex law violations, etc.

And,

- Sentences to state institutions accounted for 15.8 percent of the total.
- Sentences to jail accounted for 9.3 percent of the total.
- Sentences of probation with jail accounted for 55.2 percent of the total.
- Straight probation, fine, or "other" sentences were received by 19.7 percent of those convicted.
- Death penalty sentences were received by 27 persons in 1984.[a]

[a]Death penalty dispositions reported by OBTS may not match those reported by other data systems because of the time span in which the data are collected.

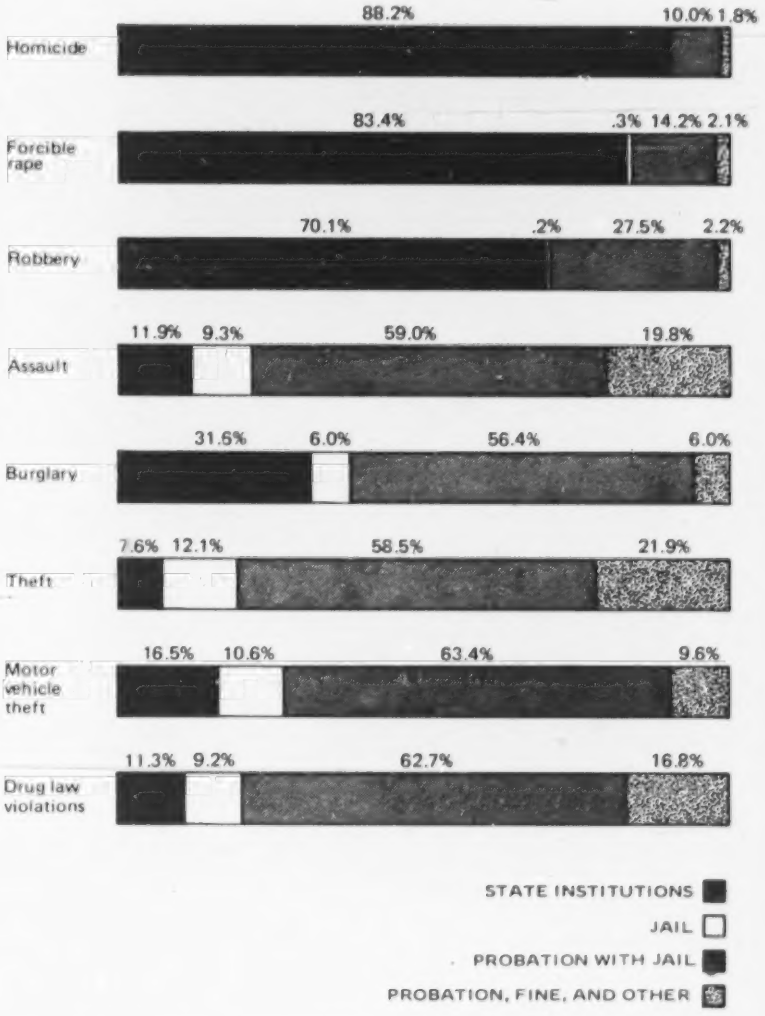
ADULT DISPOSITIONS

SENTENCES OF CONVICTED ADULT FELONY ARRESTEES (continued)

- Of those convicted of homicide, 88.2 percent were sentenced to state institutions.
- Of those convicted of theft, 12.1 percent were sentenced to jail and 21.9 percent received sentences of probation, fine, or "other."
- Of those convicted of motor vehicle theft, 63.4 percent received probation with jail sentences.

Motor vehicle theft offenders who were convicted received sentences of probation with jail more frequently than any other convicted offenders.

SENTENCES OF ADULT FELONY ARRESTEES CONVICTED IN 1984
Type of Sentence by Convicted Offense



Notes: These convicted offenses include both misdemeanors and felonies.
Percents may not add to 100.0 because of rounding.
Source: Table 39.

ADULT CORRECTIONS

Adults convicted in California courts are usually placed under the jurisdiction of either the state correctional system or a correctional system operated by local government. The state correctional system provides both confinement and rehabilitative services through the California Department of Corrections (CDC), the California Youth Authority (CYA), the California Rehabilitation Center (CRC), and the California Department of Mental Health (CDMH). Local correctional agencies provide confinement and rehabilitative services for those sentenced to their care and also house persons awaiting trial or sentencing.

Supervision data are obtained annually by a one-day count of persons either in state and local institutions, or on parole, probation, or outpatient status.

ADULT CORRECTIONS

ADULTS UNDER STATE AND LOCAL SUPERVISION, 1979–1984

From 1983 to 1984:

- The number of adults under supervision increased 12.4 percent.
- The number of adults under state supervision increased 14.3 percent and adults under local supervision increased 11.9 percent.

From 1979 to 1984:

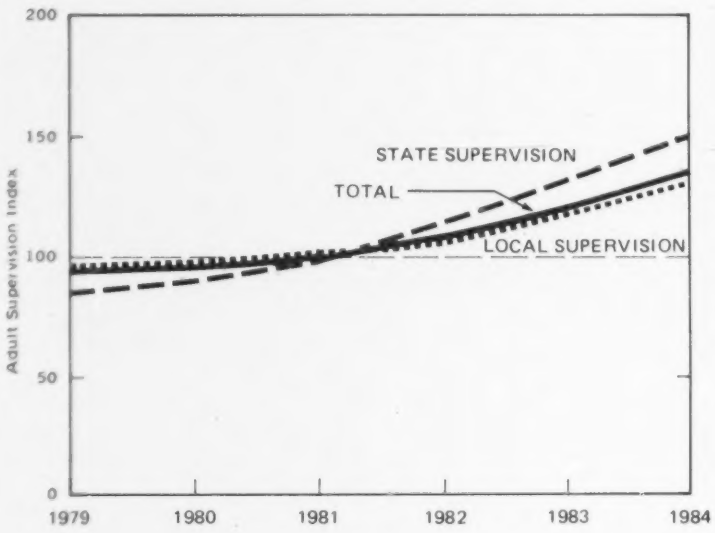
- The number of adults under supervision increased 45.4 percent.
- The number of adults under state supervision increased 78.0 percent and adults under local supervision increased 37.8 percent.

In 1984, of 318,427 adults under supervision:

- State supervision accounted for 23.1 percent (73,685).
- Local supervision accounted for 76.9 percent (244,742).

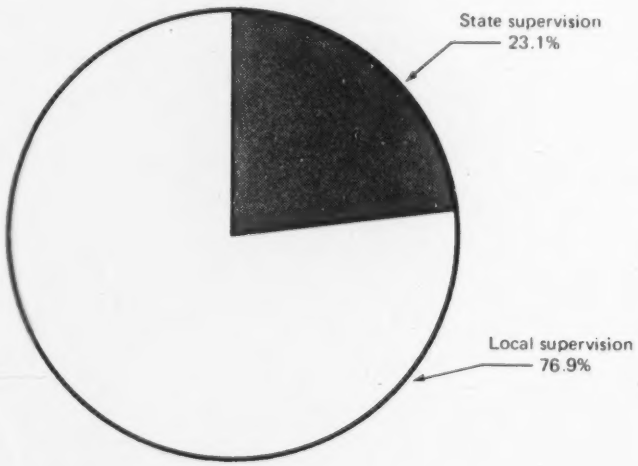
Since 1982, there has been a 26.4 percent increase in the number of adults under supervision.

ADULTS UNDER SUPERVISION, 1979–1984
TOTAL, STATE, AND LOCAL SUPERVISION
Adult Supervision Index (1974=100)



Source: Table 42.

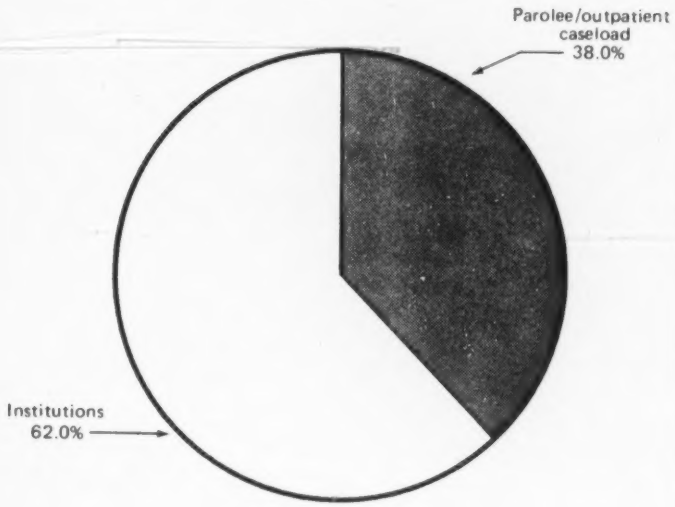
ADULTS UNDER STATE AND LOCAL SUPERVISION, 1984



Source: Table 43.

ADULT CORRECTIONS

ADULTS UNDER STATE SUPERVISION, 1984



Source: Table 43.

ADULTS UNDER STATE SUPERVISION

As shown in Table 42 (page 144),

From 1983 to 1984:

- The number of adults in institutions increased 9.7 percent.
- The number of adults on parole or outpatient status increased 22.8 percent.

From 1979 to 1984:

- The number of adults in institutions increased 79.0 percent.
- The number of adults on parole or outpatient status increased 76.5 percent.

In 1984, of 73,685 adults under state supervision:

- Those in institutions accounted for 62.0 percent (45,685).
- Those on parolee or outpatient status accounted for 38.0 percent (28,000).

The 1984 year-end prison population is nearly double that of 1979, and the 1984 parole caseload from prison is two and one-half times larger than in 1979.

ADULT CORRECTIONS

ADULTS UNDER LOCAL SUPERVISION

As shown in Table 42 (page 144),

From 1983 to 1984:

- The number of adults in county and city jails and camps increased 12.1 percent.
- The number of adults on probation increased 11.8 percent.

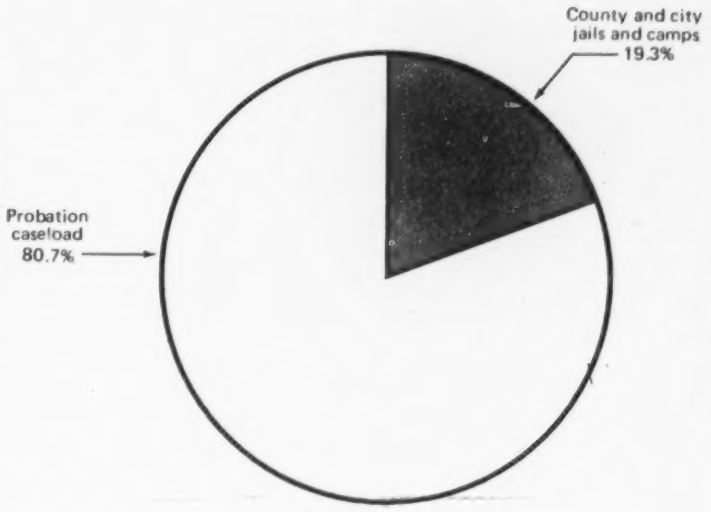
From 1979 to 1984:

- The number of adults in county and city jails and camps increased 75.3 percent.
- The number of adults on probation increased 31.1 percent.

In 1984, of 244,742 adults under local supervision:

- There were 19.3 percent (47,329) in county and city jails and camps. Of these,
  - There were 50.5 percent (23,922) serving sentences.
  - There were 49.5 percent (23,407) awaiting trial or sentencing.
- There were 80.7 percent (197,413) on probation.

ADULTS UNDER LOCAL SUPERVISION, 1984

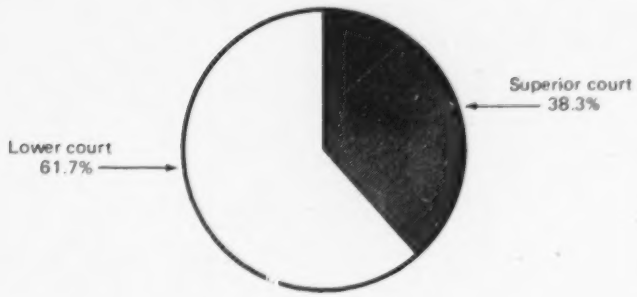


Source: Table 43.

Sentenced prisoners in county and city jails and camps have nearly doubled from 1979 to 1984.

ADULT CORRECTIONS

ADULT PROBATION ACTIVE CASELOAD, 1984



Source: Table 44.

ADULT PROBATION CASELOAD, 1979–1984

As shown in Table 44 (page 145),

From 1983 to 1984:

- The number of adults on active probation caseload increased 11.8 percent.

From 1979 to 1984:

- The number of adults on active probation caseload increased 31.1 percent.

In 1984, of 197,413 adults on probation:

- There were 38.3 percent (75,562) sentenced from superior court.
- There were 61.7 percent (121,851) sentenced from lower court.

ADULT CORRECTIONS

ADULTS PLACED ON AND REMOVED FROM PROBATION, 1979–1984

As shown in Table 45 (page 146),

In 1984, there were 103,575 adults placed on probation.

From 1983 to 1984:

- There was no change in the percent of adults placed on probation.
- The number of adults sentenced from superior court increased 10.3 percent and the number of adults sentenced from lower court decreased 6.1 percent.

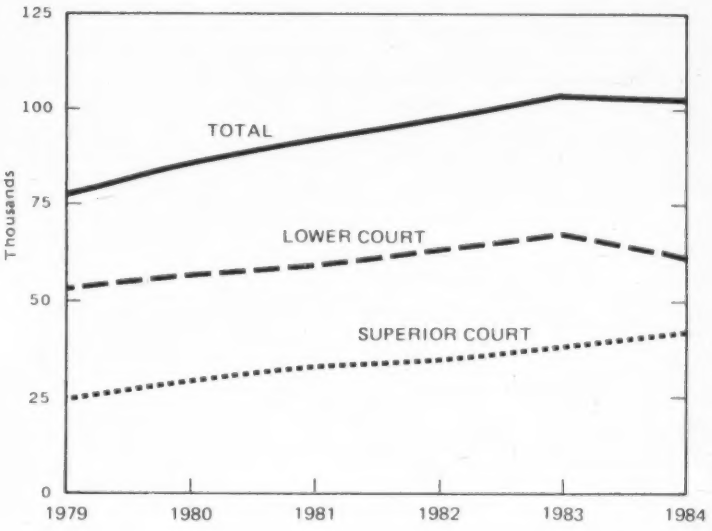
From 1979 to 1984:

- The number of adults placed on probation increased 33.8 percent.
- The number of adults sentenced from superior court increased 72.4 percent and the number of adults sentenced from lower court increased 16.1 percent.

In 1984, of the 86,636 adults removed from probation:

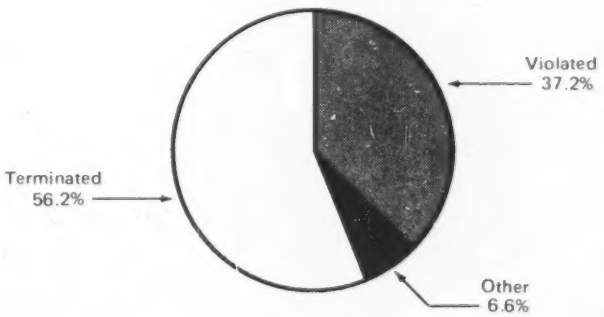
- There were 56.2 percent (48,654) who completed their terms of probation.
- There were 37.2 percent (32,253) who violated their probation.
- There were 6.6 percent (5,729) who were removed for other reasons, such as transfers of jurisdiction from one county to another, deaths, sentences vacated, and appeals.

ADULTS PLACED ON PROBATION, 1979–1984
Type of Court



Source: Table 45.

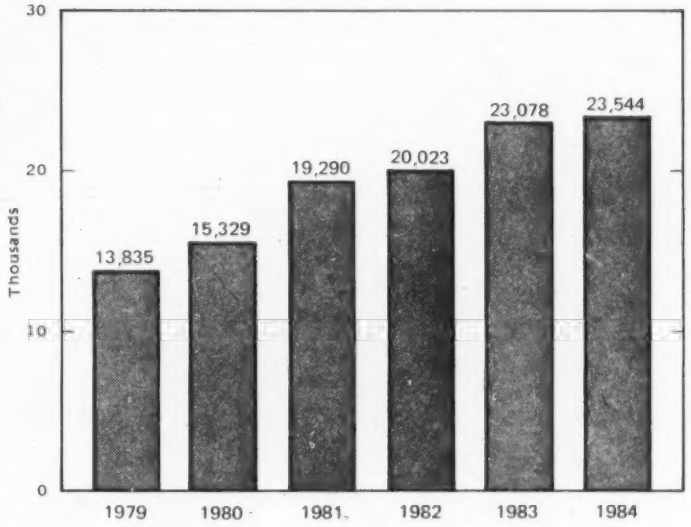
ADULTS REMOVED FROM PROBATION, 1984
Reason for Removal



Source: Table 45.

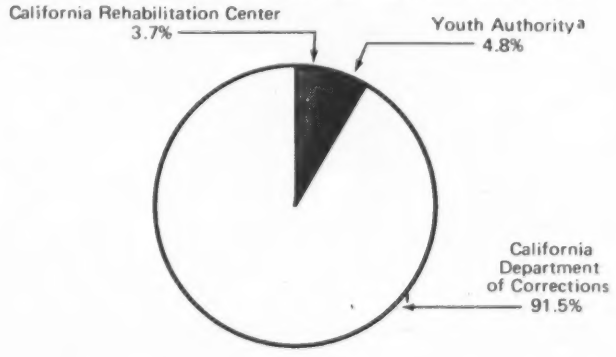
ADULT CORRECTIONS

ADULTS COMMITTED TO PRISON, CALIFORNIA REHABILITATION CENTER, AND YOUTH AUTHORITY, 1979–1984



Source: Table 46.

ADULTS COMMITTED TO STATE INSTITUTIONS, 1984



[a]Includes 662 adults sentenced to the Department of Corrections and transferred to the custody of the Youth Authority.
Source: Table 46.

ADULTS COMMITTED TO STATE INSTITUTIONS, 1979–1984

As shown in Table 46 (page 147),

From 1983 to 1984:

- The number of adults committed to state institutions increased 2.0 percent.
- Prison commitments decreased .1 percent, while CRC and CYA commitments increased 7.5 and 61.4 percent, respectively.

From 1979 to 1984:

- The number of adults committed to state institutions increased 70.2 percent.

In 1984, of 23,544 adults committed to state institutions:

- New commitments accounted for 82.9 percent (19,515).
- Parolees returned with new commitments accounted for 17.1 percent (4,029).

And,

- Commitments to CDC (prison) accounted for 91.5 percent (21,532).
- Commitments to CRC accounted for 3.7 percent (876).
- Commitments to CYA accounted for 4.8 percent (1,136).

JUVENILE JUSTICE SYSTEM

WHAT IS THE JUVENILE JUSTICE SYSTEM?

The juvenile justice system in California differs from the adult system in the type of offenders received and the manner in which it processes them.

The juvenile justice system receives and processes persons under 18 years of age who have either violated criminal statutes or have committed "status offenses." Status offenses are those acts which are offenses only when committed by a juvenile, such as incorrigibility, truancy, runaway, and curfew violations.

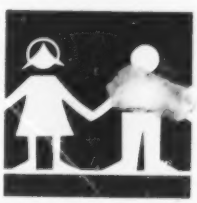
JUVENILE JUSTICE PROCESS

System processes are shown in the flow chart on page 75. New referrals of law violators and status offenders are primarily made to county probation departments by law enforcement agencies and occasionally by schools, parents, and "other" sources.

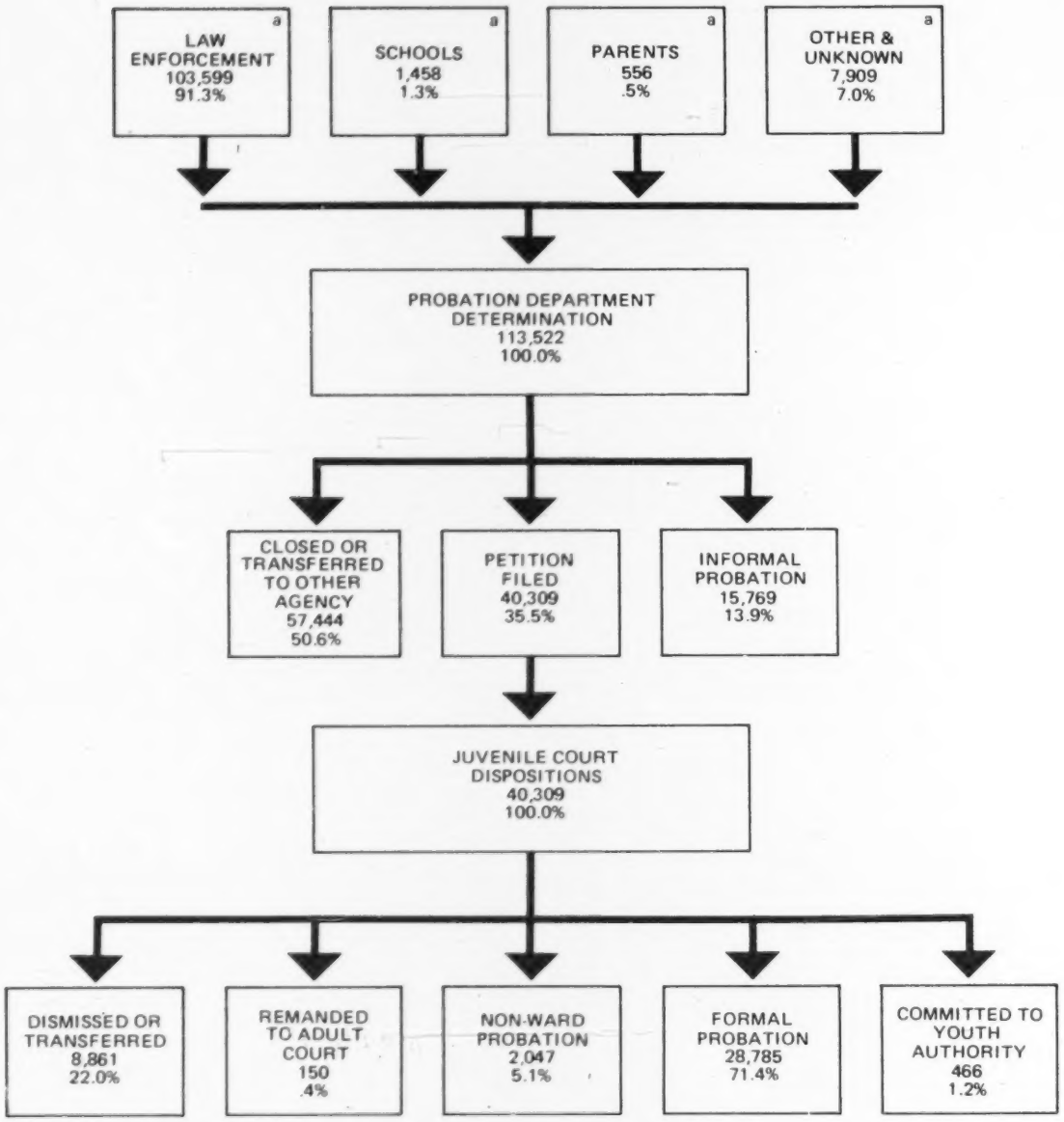
The data shown in this report cover most of the referrals to the juvenile justice system. In 1979, ten counties began reporting in a pilot juvenile justice statistical program which expanded statewide in 1980. The program requires the reporting of all delinquency referrals for both new and active cases. However, four large counties (Alameda, Los Angeles, San Diego, and Santa Clara) are still reporting in the old format that compiles information only on new referrals and some select subsequent referrals. Therefore, data on new referrals are statewide, while subsequent referral data are limited to 54 counties.

Complete subsequent referral data are shown in county profiles for the 54 counties. The Criminal Justice Profile series, a supplement to this publication, is published annually in late October.

A more detailed report on 1984 Juvenile Justice System processes will be published later this year.



DISPOSITION OF NEW REFERRALS, 1984


LAW ENFORCEMENT 103,599 91.3% a
SCHOOLS 1,458 1.3% a
PARENTS 556 .5% a
OTHER & UNKNOWN 7,909 7.0% a
PROBATION DEPARTMENT DETERMINATION 113,522 100.0%
CLOSED OR TRANSFERRED TO OTHER AGENCY 57,444 50.6%
PETITION FILED 40,309 35.5%
INFORMAL PROBATION 15,769 13.9%
JUVENILE COURT DISPOSITIONS 40,309 100.0%
DISMISSED OR TRANSFERRED 8,861 22.0%
REMANDED TO ADULT COURT 150 .4%
NON-WARD PROBATION 2,047 5.1%
FORMAL PROBATION 28,785 71.4%
COMMITTED TO YOUTH AUTHORITY 466 1.2%

[a]Sources from which delinquent juveniles were initially referred to California probation departments.
Note: Percents may not add to 100.0 because of rounding.
Source: Tables 47 and 49.

JUVENILE JUSTICE

NEW REFERRALS, 1979–1984

The term new referral indicates that the juvenile was not on probation or parole at the time of the referral. This does not imply that the juvenile has not previously been in contact with the criminal justice system.

From 1983 to 1984:

- The number of new referrals decreased 2.9 percent.

From 1979 to 1984:

- The number of new referrals decreased 22.2 percent.

In 1984, of 113,522 new referrals to probation departments:

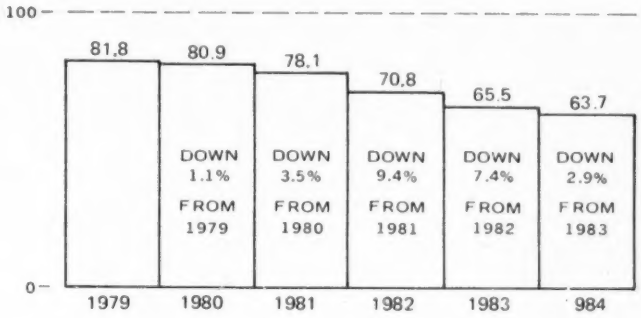
- Law enforcement agencies referred 91.3 percent (103,599).
- Schools referred 1.3 percent (1,458).
- Parents referred .5 percent (556).
- "Other and unknown" sources referred 7.0 percent (7,909).

And, of the referrals,

- Males comprised 77.0 percent (87,440).
- Females comprised 23.0 percent (26,082).

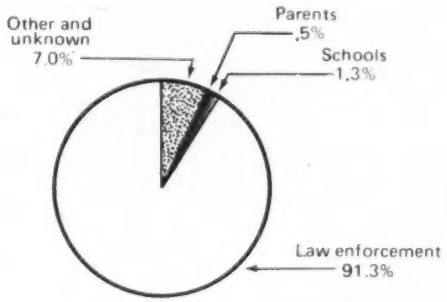
The number of new referrals has decreased each year since 1979 for a total decline of 22.2 percent.

NEW REFERRALS TO PROBATION DEPARTMENTS, 1979–1984
New Referral Index (1974=100)

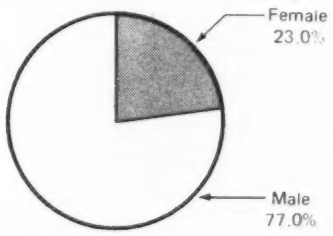


Note: Percent changes were calculated from numbers, and because of rounding may differ slightly if calculated from index numbers.
Source: Table 47.

SOURCE OF NEW REFERRALS, 1984



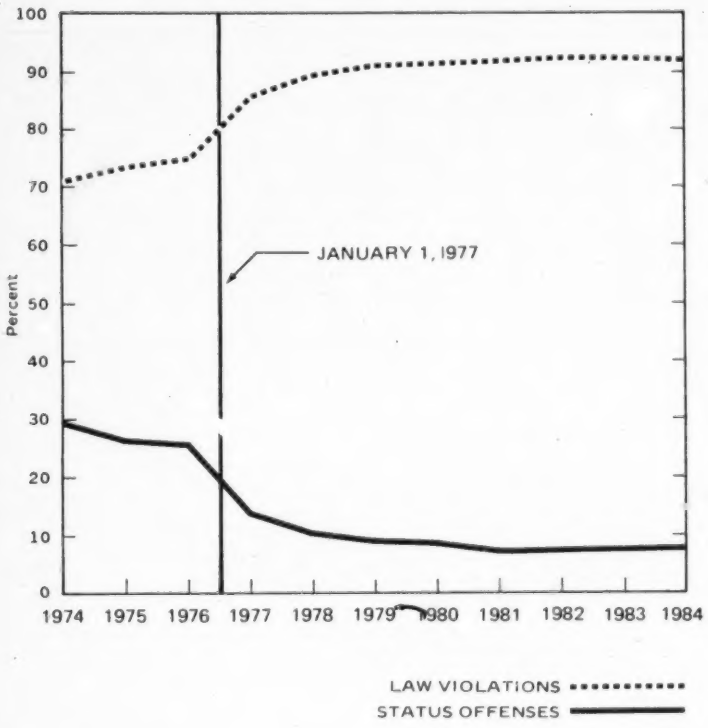
SEX OF NEW REFERRALS, 1984



Note: Percents may not add to 100.0 because of rounding.
Source: Table 47.

JUVENILE JUSTICE

NEW REFERRALS TO PROBATION DEPARTMENTS, 1974–1984
Percent by Offense Category



Source: Table 48.

On January 1, 1977, a major revision to the juvenile court law went into effect. The change did essentially two things: First, it encouraged the diversion of status offenders from the criminal justice system. The law change also stipulated that a status offender could not become a law violator solely because the juvenile failed to obey an order of the court. Second, it made certain law violators more responsible for their acts. The law also stipulated that juveniles 16 and 17 years old charged with specific felony law violations must be adjudicated in adult court unless it was determined they were amenable to treatment available through the juvenile court. These specific felonies are listed in Welfare and Institutions Code 707. Prior to this change, adjudication in adult court for these juveniles was contingent upon a determination of "unfitness" for juvenile court.

One major effect of these changes in the juvenile court law has been to reduce the number of status offender referrals to probation. Status offenders averaged 27.1 percent of all new referrals to the system for the three years prior to the juvenile court law revision (29.3 percent in 1974, 26.4 percent in 1975, and 25.7 percent in 1976). In the years after the revision, status offenders have averaged only 9.2 percent of all referrals. As shown in the chart, the law revision produced the greatest reduction in new status offense referrals in the first year (down from 25.7 percent in 1976 to 13.8 percent in 1977).

1984 marked the first year in over a decade that new referrals for status offenses increased from a prior reporting period. It is too early to determine if this represents a change in trend.

JUVENILE JUSTICE

PROBATION DEPARTMENT DISPOSITIONS OF NEW REFERRALS

As shown in Table 47 (page 148),

From 1983 to 1984:

- The proportion of cases closed or transferred decreased from 51.1 to 50.6 percent.
- The proportion of cases placed on informal probation increased from 13.1 to 13.9 percent.
- The proportion of petitions filed decreased slightly from 35.8 to 35.5 percent.

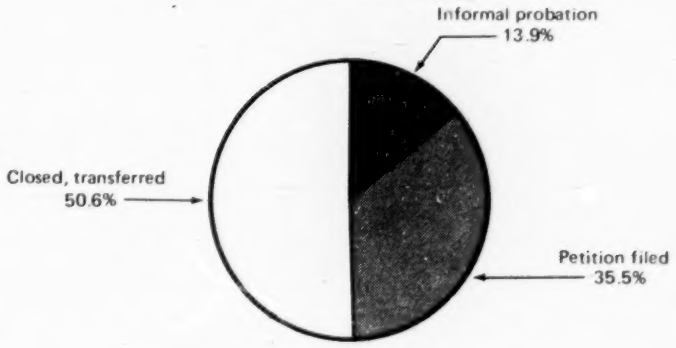
From 1979 to 1984:

- The proportion of cases closed or transferred decreased from 55.0 to 50.6 percent.
- The proportion of cases placed on informal probation increased slightly from 13.2 to 13.9 percent.
- The proportion of petitions filed increased from 31.8 to 35.5 percent.

In 1984, of 113,522 new referrals disposed of by the probation department:

- Closed or transferred dispositions comprised 50.6 percent (57,444).
- Placements on informal probation comprised 13.9 percent (15,769).
- Petitions filed comprised 35.5 percent (40,309).

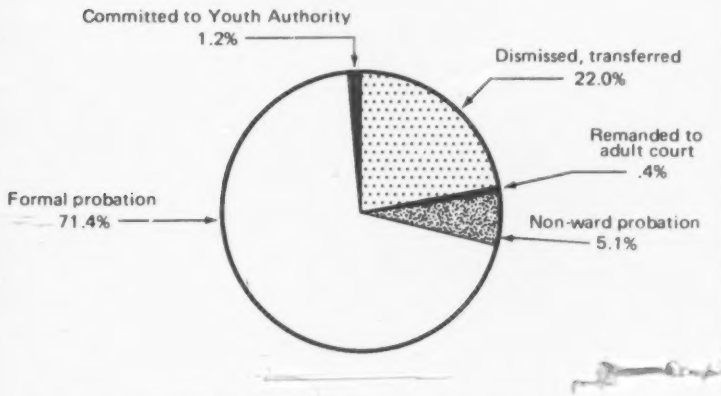
PROBATION DEPARTMENT DISPOSITIONS OF NEW REFERRALS, 1984
Probation Department Disposition



Source: Table 47.

JUVENILE JUSTICE

JUVENILE COURT DISPOSITIONS OF NEW PETITIONS, 1984
Juvenile Court Disposition



Note: Percents may not add to 100.0 because of rounding.
Source: Table 49.

JUVENILE COURT DISPOSITIONS OF NEW PETITIONS

As shown in Table 49 (page 150),

From 1983 to 1984:

- The number of juvenile court petition dispositions decreased 3.7 percent.

And,

- The proportion of cases dismissed or transferred increased from 21.3 to 22.0 percent.
- The proportion of cases remanded to adult court decreased from .5 to .4 percent.
- The proportion of cases placed on non-ward probation remained stable at 5.1 percent.
- The proportion of cases placed on formal probation decreased from 71.9 to 71.4 percent.
- The proportion of cases committed to the Youth Authority remained at 1.2 percent.

From 1979 to 1984:

- The number of juvenile court petition dispositions decreased 16.3 percent.

And,

- The proportion of cases dismissed or transferred decreased from 28.7 to 22.0 percent.
- The proportion of cases remanded to adult court decreased from .8 to .4 percent.
- The proportion of cases placed on non-ward probation decreased from 9.0 to 5.1 percent.
- The proportion of cases placed on formal probation increased from 60.5 to 71.4 percent.
- The proportion of cases committed to the Youth Authority increased from 1.0 to 1.2 percent.

JUVENILE JUSTICE

SUBSEQUENT REFERRALS, 1984

A subsequent referral (formerly called re-referral) occurs when a juvenile who is actively under probation department supervision or CYA parole is brought to the attention of the probation department for alleged delinquent behavior under Welfare and Institutions Code Section 601 or 602.

In 1984, of 24,266 subsequent referrals to probation departments (54 counties[a]):

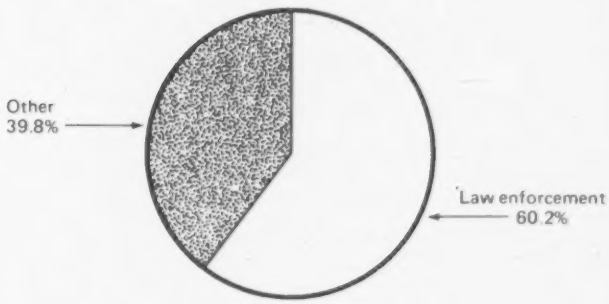
- Law enforcement agencies referred 60.2 percent (14,607).
- "Other" sources referred 39.8 percent (9,659).

And, of the referrals,

- Males comprised 86.1 percent (20,887).
- Females comprised 13.9 percent (3,379).

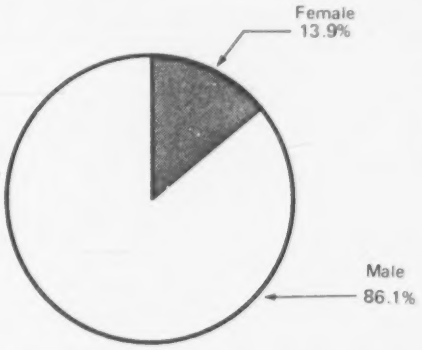
[a] Alameda, Los Angeles, San Diego, and Santa Clara counties are not included.

SOURCE OF SUBSEQUENT REFERRALS, 1984



Source: Table 50.

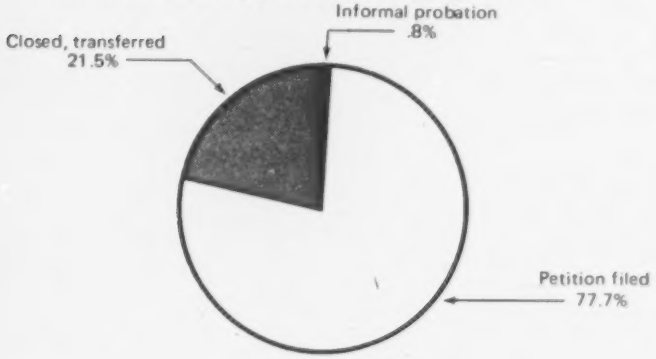
SEX OF SUBSEQUENT REFERRALS, 1984



Source: Table 50.

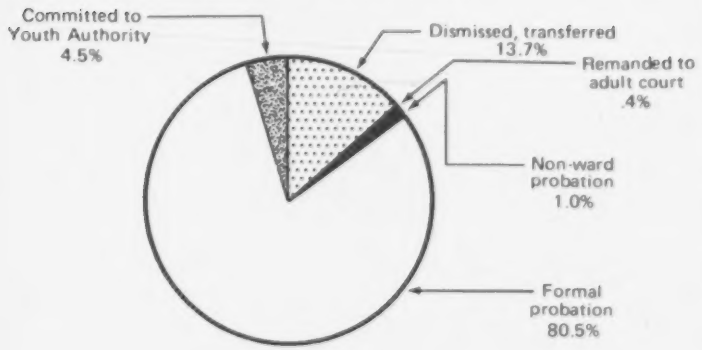
JUVENILE JUSTICE

PROBATION DEPARTMENT DISPOSITIONS
OF SUBSEQUENT REFERRALS, 1984



Source: Table 50.

JUVENILE COURT DISPOSITIONS
OF SUBSEQUENT PETITIONS, 1984



Note: Percents may not add to 100.0 because of rounding.
Source: Table 51.

PROBATION DEPARTMENT DISPOSITIONS OF SUBSEQUENT REFERRALS

In 1984, of 24,266 subsequent referrals disposed of by the probation department (54 counties[a]):

- Closed or transferred dispositions comprised 21.5 percent (5,225).
- Placements on informal probation comprised .8 percent (187).
- Petitions filed comprised 77.7 percent (18,854).

JUVENILE COURT DISPOSITIONS OF SUBSEQUENT PETITIONS

In 1984, of 18,854 subsequent petitions disposed of in juvenile court (54 counties[a]):

- Dismissed or transferred dispositions comprised 13.7 percent (2,574).
- Remands to adult court comprised .4 percent (72).
- Placements on non-ward probation comprised 1.0 percent (181).
- Placements on formal probation comprised 80.5 percent (15,173).
- Commitments to Youth Authority comprised 4.5 percent (854).

[a] Alameda, Los Angeles, San Diego, and Santa Clara counties are not included.

JUVENILE JUSTICE

JUVENILE PROBATION CASELOAD, 1979–1984

Juveniles are supervised by county probation departments on three levels of probation. They are placed on either informal probation or on non-ward probation, which cannot exceed six months; or on formal probation as wards of the court for an indeterminate length of time. The caseload count is taken on December 31 of each year.

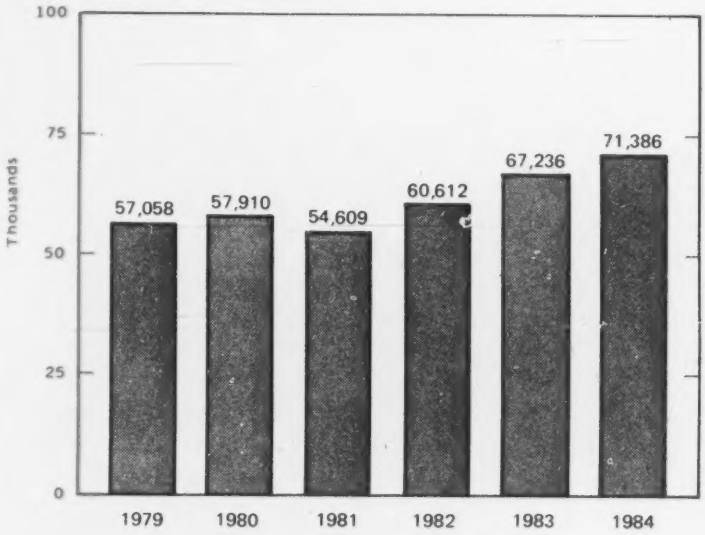
From 1983 to 1984:

- The number of juveniles on caseload status increased 6.2 percent (67,236 to 71,386).

And,

- The proportion of informal probation cases decreased from 10.4 to 10.2 percent.
- The proportion of non-ward probation cases decreased from 1.7 to 1.6 percent.
- The proportion of formal probation cases increased from 87.9 to 88.2 percent.

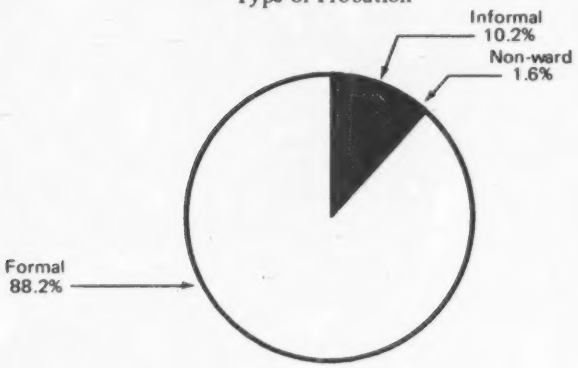
JUVENILE PROBATION CASELOAD ON DECEMBER 31, 1979–1984



Source: Table 52.

JUVENILE JUSTICE

STATUS OF ACTIVE JUVENILE CASES
ON DECEMBER 31, 1984
Type of Probation



Source: Table 52.

From 1979 to 1984:

- The number of juveniles on caseload status increased 25.1 percent (57,058 to 71,386).

And,

- The proportion of informal probation cases decreased from 17.0 to 10.2 percent.
- The proportion of non-ward probation cases decreased from 3.7 to 1.6 percent.
- The proportion of formal probation cases increased from 79.3 to 88.2 percent.

Of 71,386 juveniles on probation on December 31, 1984:

- Those on informal probation accounted for 10.2 percent (7,291).
- Those on non-ward probation accounted for 1.6 percent (1,132).
- Those on formal probation accounted for 88.2 percent (62,963).

The number of juveniles on caseload status in 1984 increased 6.2 percent from 1983 and 25.1 percent since 1979.

JUVENILE JUSTICE

JUVENILE DETENTION, 1979–1984

County-level detention facilities are used to house juveniles prior to a petition hearing and to provide treatment after court or probation department determinations. These facilities are classified as "secure" and "nonsecure." Secure facilities, such as juvenile halls, camps, and ranches, are to be used solely for law violators. Status offenders may be held in a secure facility, prior to a hearing, for strictly limited time periods and under certain circumstances, such as locating and notifying parents, checking for warrants, or when the juvenile is a danger to himself or others. Nonsecure facilities, such as shelter care or crisis resolution homes, can be used for both law violators and status offenders. Detention data are obtained annually by a one-day count of juveniles in county-level detention facilities.

From 1983 to 1984:

- The number of juveniles in county probation detention facilities increased 9.4 percent (7,542 to 8,252).
- The number of juveniles detained in nonsecure facilities decreased .2 percent, and those detained in secure facilities increased 14.5 percent.

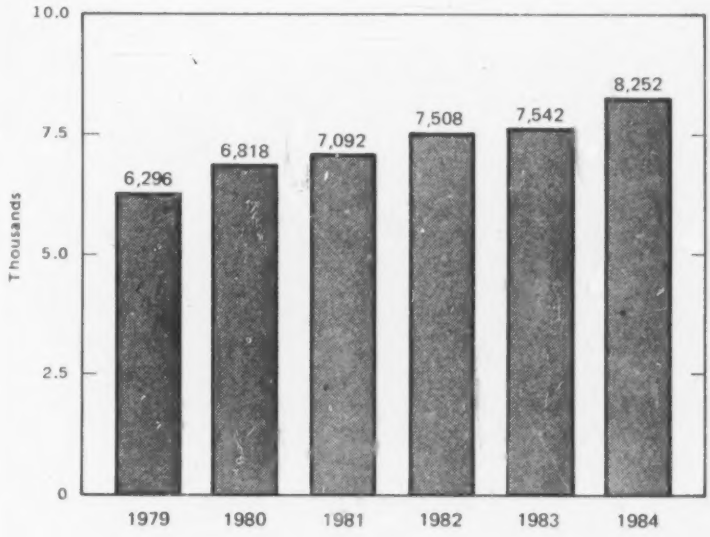
And,

- The number of males detained in nonsecure facilities decreased 1.8 percent, and the number of females increased 38.5 percent.
- The number of males detained in secure facilities increased 14.2 percent, and the number of females increased 16.1 percent.

From 1979 to 1984:

- The number of juveniles in county probation detention facilities increased 31.1 percent (6,296 to 8,252).

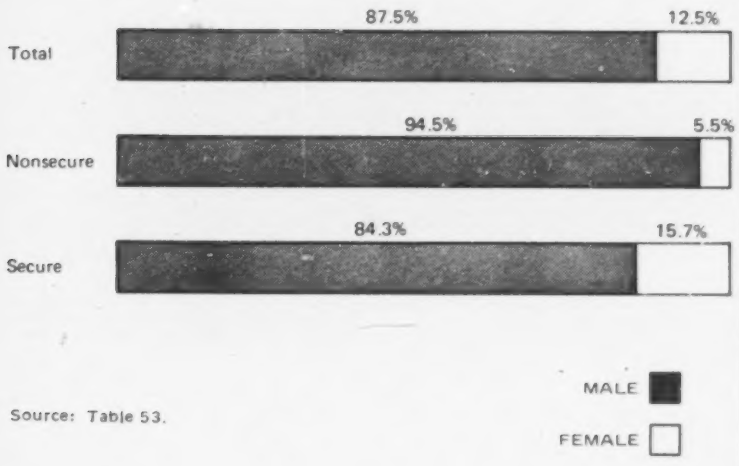
JUVENILE POPULATION IN COUNTY DETENTION FACILITIES, 1979–1984



Source: Table 53.

JUVENILE JUSTICE

JUVENILE POPULATION IN COUNTY DETENTION FACILITIES, 1984
Sex by Type of Facility



Source: Table 53.

- The number of juveniles detained in nonsecure facilities increased 28.5 percent, and those detained in secure facilities increased 32.3 percent.

And,

- The number of males detained in nonsecure facilities increased 28.7 percent, and the number of females increased 25.2 percent.
- The number of males detained in secure facilities increased 28.9 percent, and the number of females increased 54.1 percent.

JUVENILE DETENTION, 1984

Of 8,252 juveniles in county probation detention facilities:

- Those detained in nonsecure facilities comprised 31.5 percent (2,600).
- Those detained in secure facilities comprised 68.5 percent (5,652).

And,

- Males comprised 87.5 percent (7,219) of juveniles in county probation detention facilities.
- Females comprised 12.5 percent (1,033) of juveniles in county probation detention facilities.

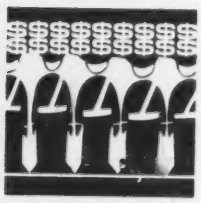
And,

- Males comprised 94.5 percent (2,456) of the juveniles detained in nonsecure facilities.
- Females comprised 5.5 percent (144) of the juveniles detained in nonsecure facilities.

And,

- Males comprised 84.3 percent (4,763) of the juveniles detained in secure facilities.
- Females comprised 15.7 percent (889) of the juveniles detained in secure facilities.

CRIMINAL JUSTICE AGENCY EXPENDITURES AND PERSONNEL



Expenditure and personnel data were collected by the Bureau and grouped into the following criminal justice agency categories: law enforcement, prosecution, public defense, courts, and corrections.

Criminal justice agency expenditures are fiscal year data obtained from the Governor's Budget and publications by the State Controller's Office. These data include salaries and employee benefits, services, and supplies. They do not include monies derived from federal and state grants or expended for building construction.

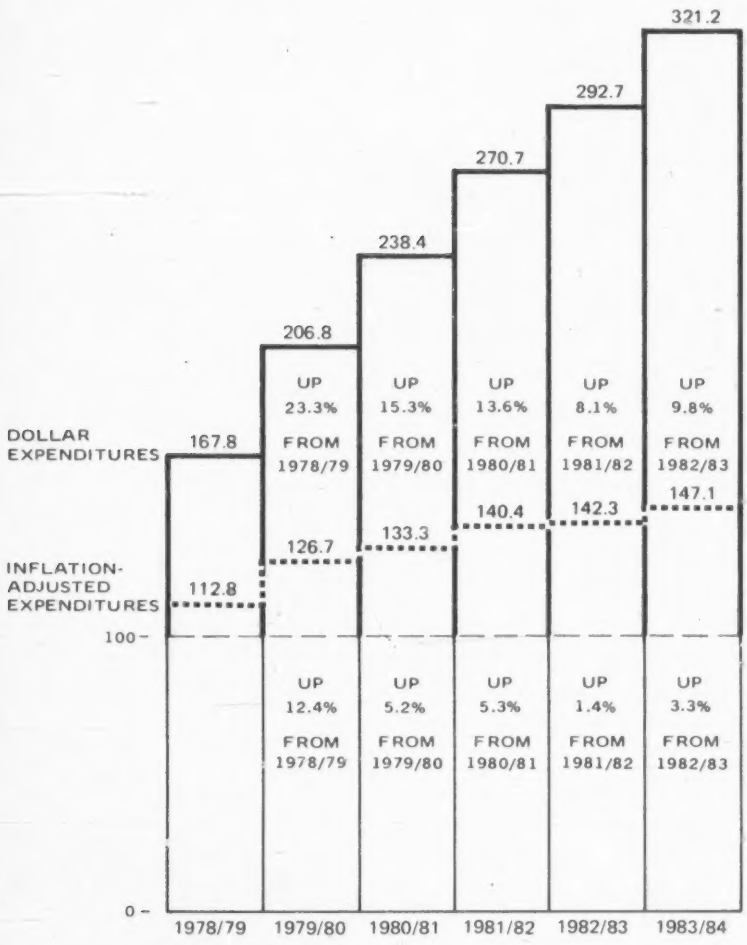
EXPENDITURES, FISCAL YEARS 1978/79–1983/84

As shown in Table 54 (page 153),

From Fiscal Year 1982/83 to Fiscal Year 1983/84:

- Total criminal justice agency expenditures reported increased 9.8 percent.
- Law enforcement agency expenditures increased 9.2 percent.
- Prosecution agency expenditures increased 9.5 percent.
- Public defense agency expenditures increased 6.8 percent.
- Court expenditures increased 7.1 percent. Municipal courts showed the largest increase in court expenditures (7.8 percent).
- Court-related expenditures increased 6.2 percent.
- State and local correctional agency expenditures increased 12.2 percent, with Department of Corrections showing the largest increase (21.7 percent).

CRIMINAL JUSTICE AGENCY EXPENDITURES
FISCAL YEARS 1978/79–1983/84
Dollar and Inflation-Adjusted Expenditure Index (1973/74=100)



Note: Percent changes were calculated from dollar amounts and because of rounding may differ slightly if calculated from index numbers.
Source: Table 55.

From Fiscal Year 1978/79 to Fiscal Year 1983/84:

- Total criminal justice agency expenditures reported increased 91.4 percent.
- Law enforcement agency expenditures increased 96.0 percent. These expenditures accounted for over half of each year's total criminal justice agency expenditures.
- Prosecution agency expenditures increased 85.5 percent.
- Public defense agency expenditures increased 113.6 percent, the largest percent increase in any criminal justice agency category.
- Court expenditures increased 89.0 percent.
- Court-related expenditures increased 90.9 percent.
- State and local correctional agency expenditures increased 83.3 percent.

Criminal justice agency inflation-adjusted expenditures have been calculated according to the State and Local Implicit Price Deflator.

As shown in the chart,

From 1982/83 to 1983/84:

- There was a 9.8 percent increase in dollar expenditures and a 3.3 percent increase in inflation-adjusted expenditures.

From 1978/79 to 1983/84:

- There was a 91.4 percent increase in dollar expenditures and a 30.4 percent increase in inflation-adjusted expenditures.

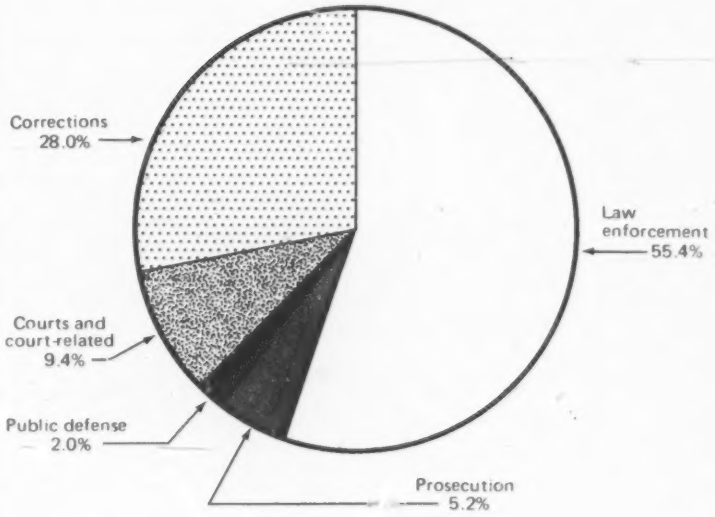
EXPENDITURES

EXPENDITURES (continued)

In Fiscal Year 1983/84, of $5.9 billion expenditures reported by criminal justice agencies:

- Law enforcement agencies spent 55.4 percent ($3.3 billion).
- Prosecution agencies spent 5.2 percent ($307.6 million).
- Public defense agencies spent 2.0 percent ($119.6 million).
- Courts and court-related agencies spent 9.4 percent ($551.2 million). Courts spent $374.8 million and court-related agencies spent $176.5 million.
- State and local correctional agencies spent 28.0 percent ($1.6 billion).

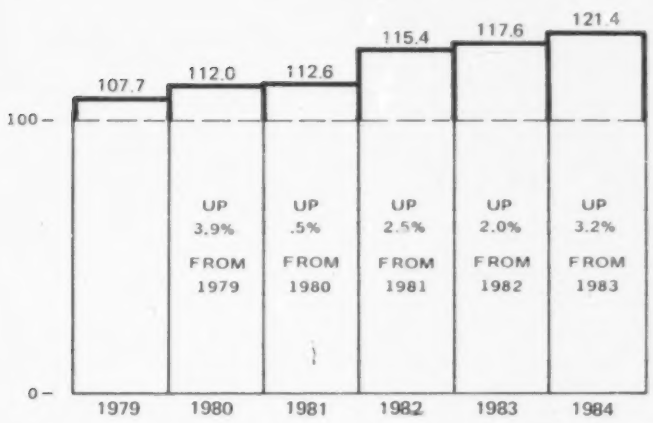
TOTAL CRIMINAL JUSTICE AGENCY EXPENDITURES
FISCAL YEAR, 1983/84
By Type of Agency



Source: Table 56.

PERSONNEL

CRIMINAL JUSTICE AGENCY AUTHORIZED FULL-TIME PERSONNEL, 1979–1984
Personnel Index (1974=100)



Note: Percent changes were calculated from numbers and because of rounding may differ slightly if calculated from index numbers.
Source: Table 57.

PERSONNEL, 1979–1984

Personnel data were obtained from annual one-day counts of all authorized full-time employees. Proportions of sworn and civilian personnel to total law enforcement personnel for the years 1974 and 1979–1984 are shown in Table 57 (page 155). Also included is an index of total sworn and civilian law enforcement personnel for these years.

From 1983 to 1984:

- Total criminal justice agency authorized full-time personnel reported increased 3.2 percent.
- Law enforcement agency personnel increased 2.7 percent.
- Prosecution agency personnel increased 3.0 percent.
- Public defense agency personnel increased 1.0 percent.
- Court personnel increased 1.5 percent. Justice court personnel showed the only decrease in this category (5.7 percent).
- State and local correctional agency personnel increased 5.1 percent.

From 1979 to 1984:

- Total criminal justice agency authorized full-time personnel reported increased 12.7 percent.
- Law enforcement agency personnel increased 14.0 percent.
- Prosecution agency personnel increased 11.1 percent.

PERSONNEL

PERSONNEL (continued)

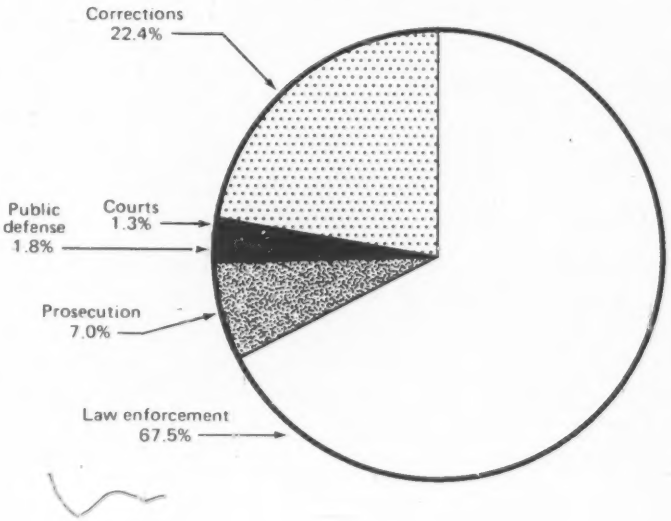
- Public defense agency personnel increased 13.1 percent.
- Court personnel increased 13.1 percent.
- State and local correctional agency personnel increased 9.2 percent.

In 1984, of 110,047 reported criminal justice agency authorized full-time personnel:

- Law enforcement agency personnel accounted for 67.5 percent (74,241).
- Prosecution agency personnel accounted for 7.0 percent (7,684).
- Public defense agency personnel accounted for 1.8 percent (1,997).
- Court personnel accounted for 1.3 percent (1,473).
- State and local correctional agency personnel accounted for 22.4 percent (24,652).

From 1983 to 1984, the Department of Corrections showed the largest increase in personnel for any agency (8.2 percent).

TOTAL CRIMINAL JUSTICE AGENCY
AUTHORIZED FULL-TIME PERSONNEL, 1984
By Type of Agency



Source: Table 58.

CITIZENS' COMPLAINTS

TABLE B
CITIZENS' COMPLAINTS AGAINST PEACE OFFICERS, 1984

Complaints	Number reported	Number sustained
TOTAL	**12,875**	**2,357**
Total criminal	738	153
Felony	223	49
Misdemeanor	515	104

Section 13012 of the Penal Code states "The annual report of the department provided for in Section 13010 shall contain statistics showing: . . . (d) The number of citizens complaints received by law enforcement agencies under Section 832.5. Such statistics shall indicate the total number of such complaints, the number alleging criminal conduct of either a felony or misdemeanor, and the number sustained in each category. The report shall not contain a reference to any individual agency but shall be by gross numbers only. . . ."

Section 832.5(a) of the Penal Code requires that "Each department or agency in this state which employs peace officers shall establish a procedure to investigate citizens' complaints against the personnel of such departments or agencies, and shall make a written description of the procedure available to the public."

Because of the individual nature of the requirements of Penal Code Section 832.5, reporting definitions and procedures vary among reporting agencies. The data shown are accurate and complete to the extent that contributing agencies met their reporting obligations.